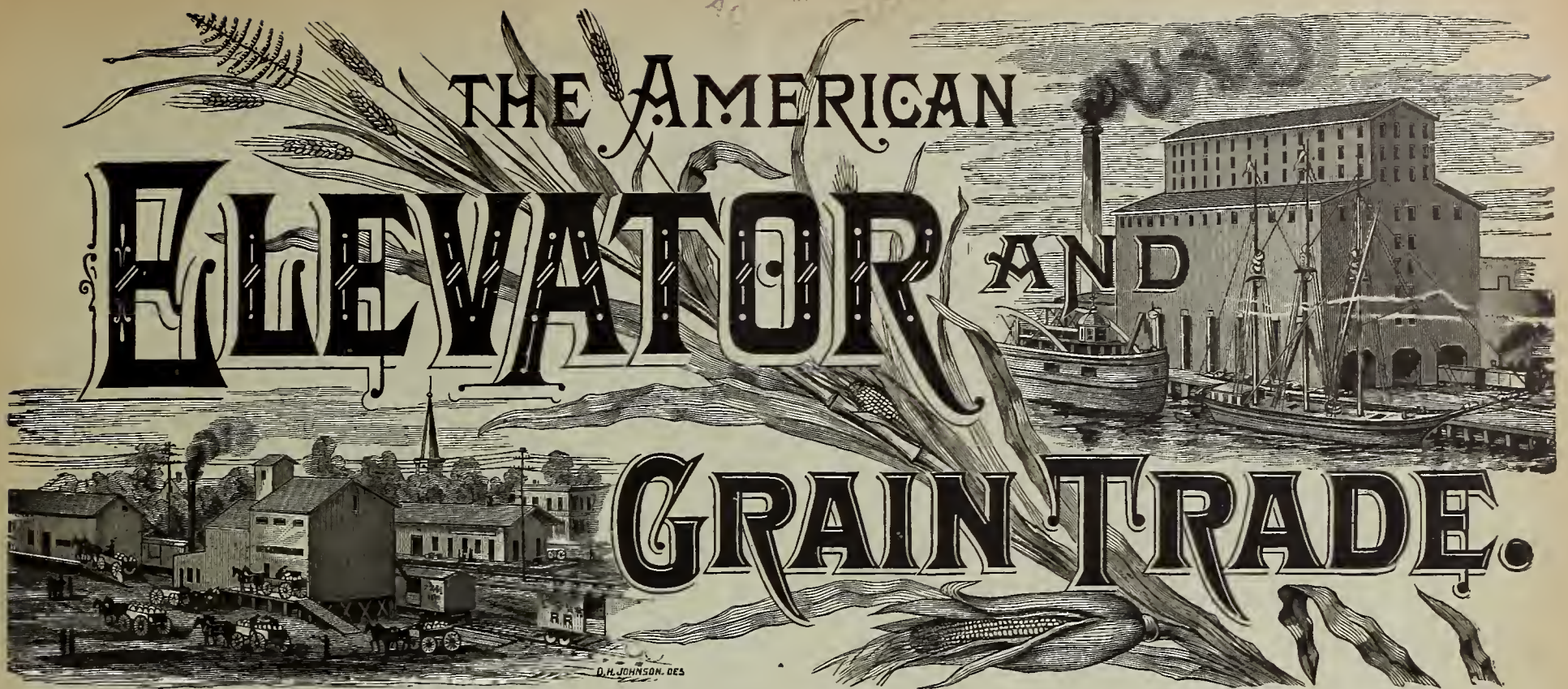


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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY,  
(INCORPORATED.)

VOL. XV.

CHICAGO, ILLINOIS, NOVEMBER 15, 1896.

No. 5.

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CONSISTING OF THE

EXCELSIOR Dustless Warehouse and Elevator Separator,  
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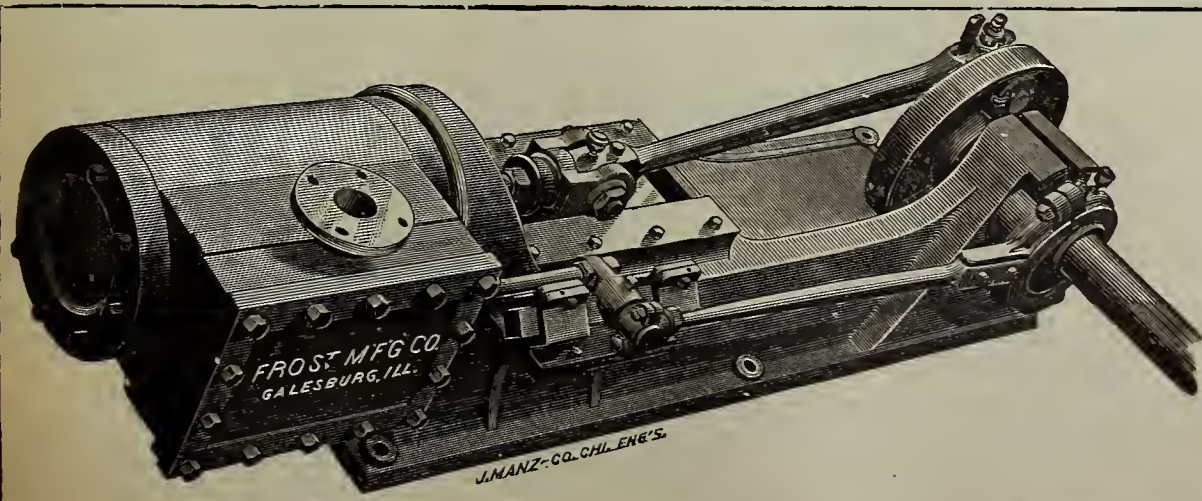
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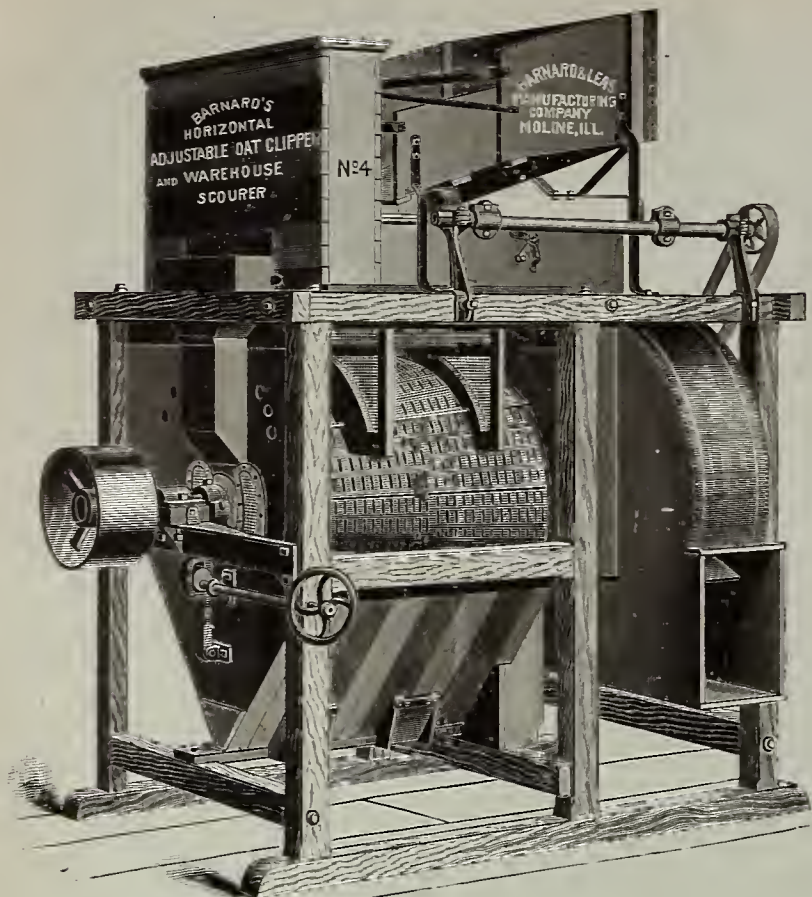
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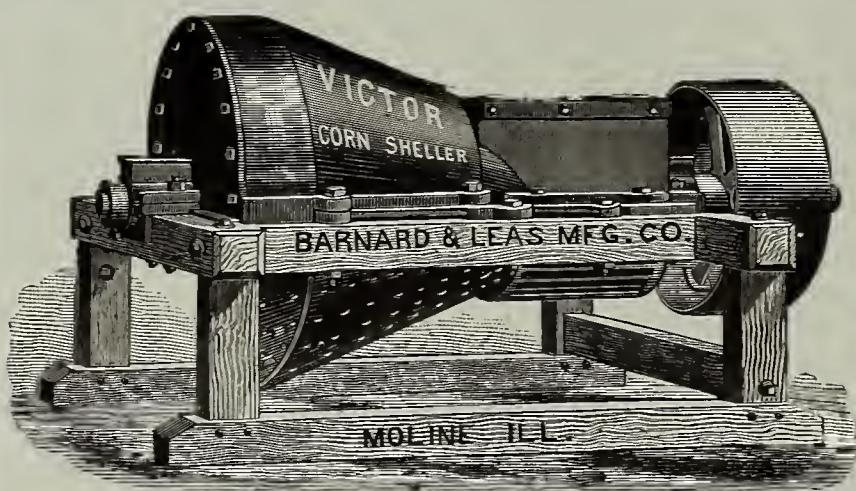
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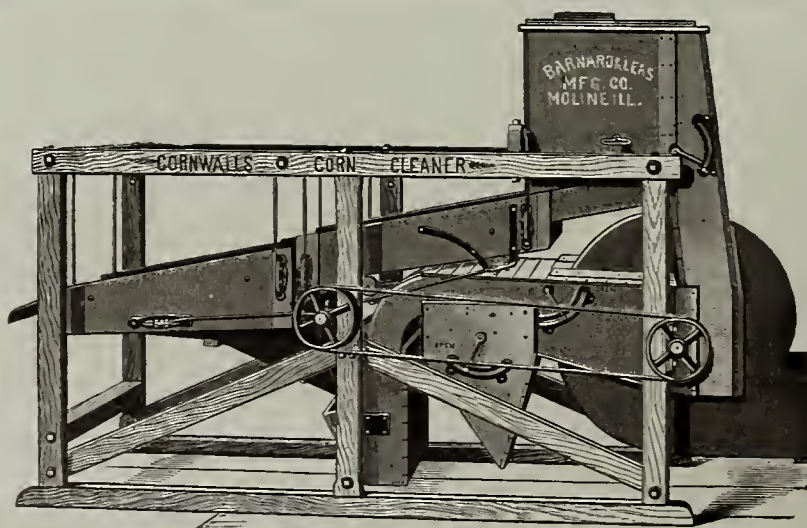
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Corn

Corn





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# GROWN OR LEGGY WHEAT?

*...If so we can help you out...*

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**CAPACITIES FROM 5 TO 1,000 BUSHELS PER HOUR.**

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**SNEATH & CUNNINGHAM,**

*Grain and Seeds.*

TIFFIN, OHIO, Oct. 5, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Your favor of the 3d received and noted. We inclose you our check for \$..... in payment of your No. 2½ Eureka Close Scourer, which we bought of you for handling grown wheat. It is giving the best of satisfaction, in fact we could not get along without it this season.

Wishing you the best of success, as your machine deserves, we are yours,

SNEATH & CUNNINGHAM.

**S. J. BROWN, Buyer and Shipper of Grain.**

LIBERTY, NEB., Sept. 30, 1896.

THE S. HOWES CO., Silver Creek, N. Y.

DEAR SIR: Some time ago I wrote you about my No. 4 Eureka Oat Clipper. The little difficulty I had with it was overcome before I got your reply. It is one of the finest machines I have ever had anything to do with. It has made me one thousand dollars this season, on leggy or grown wheat. It does the work in the best possible manner and with one operation. It raises the grade and weight of the wheat to our entire satisfaction. Anyone having trouble this season with leggy or grown wheat can add nothing to their mill or elevator that will give them as good satisfaction as your Eureka Machines.

Yours very truly, S. J. BROWN.

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# THE S. HOWES COMPANY,

**"Eureka Works,"**

**SILVER CREEK, N. Y.**



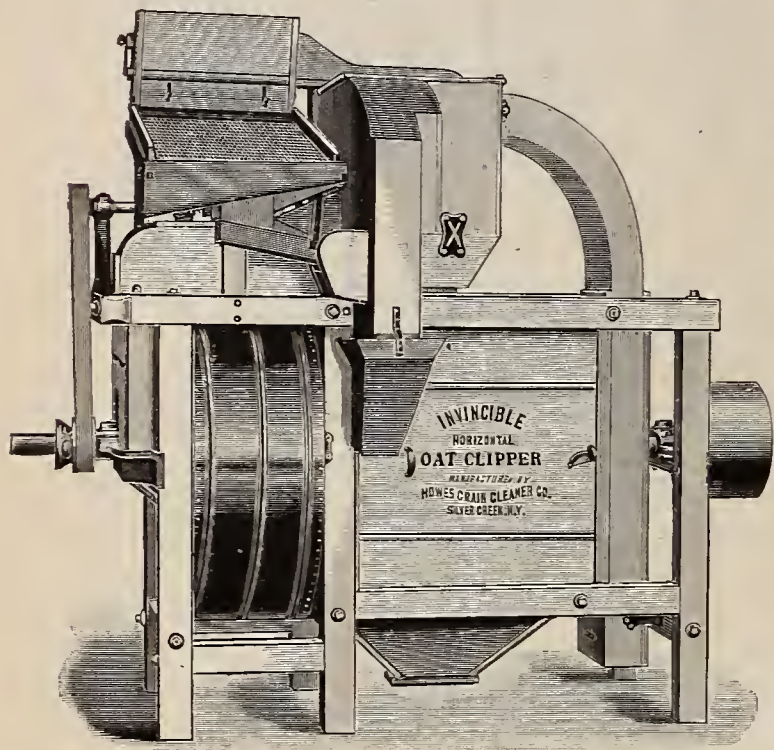
Successors to Howes, Babcock & Co., Howes, Babcock & Ewell, Howes & Ewell, S. Howes.

**ESTABLISHED 1856.**





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## Oat Clipper.

Greatly Improved  
Over all Others.

To Produce the Best, You Must Have the Best Machine.

The Invincible is Modern, Up-to-Date, Strong, Durable, Profit-Producing,  
Satisfying to Users; in fact, the machine you need.

The following parties have placed the **Invincible** Oat Clippers after full investigation of all makes, and in some cases we have received repeat orders, showing that the **Invincible** has fulfilled their expectations:

Frank Marshall, Chicago, Ill., three.  
Requa Bros., Chicago, Ill., one.  
City Elevator Co., Minneapolis, Minn., one.  
Rider Grain Co., Kentland, Ind., one.

Richardson & Co., Chicago, Ill., two.  
J. J. Badenoch Co., Chicago, Ill., one.  
McCray & Morrison, Kentland, Ind., one.  
M. L. Crittenden, Buffalo, N. Y., one.  
G. H. Harroun, St. Joseph, Mo., one.

# HOWES GRAIN CLEANER CO.,

INVINCIBLE WORKS

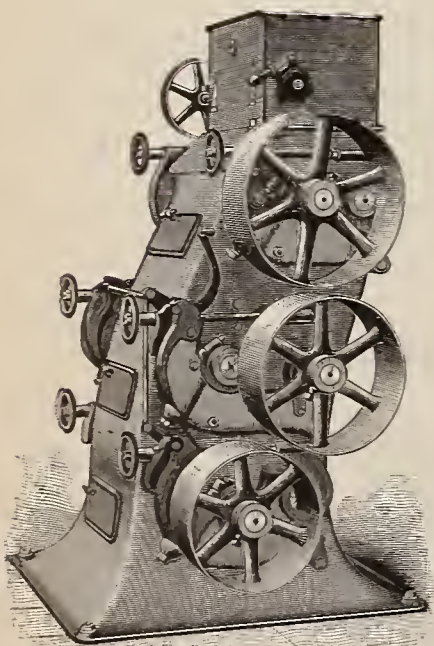
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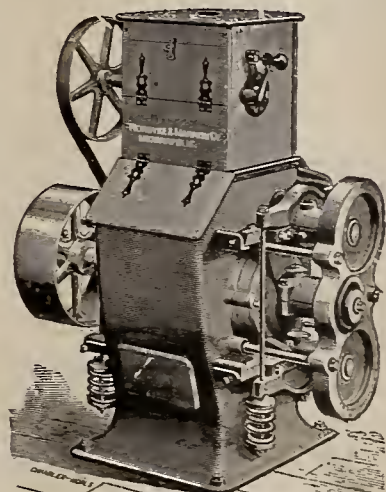


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No doubt about the volume of our voice if price and merit talk, and what we say will be interesting if you intend to buy.

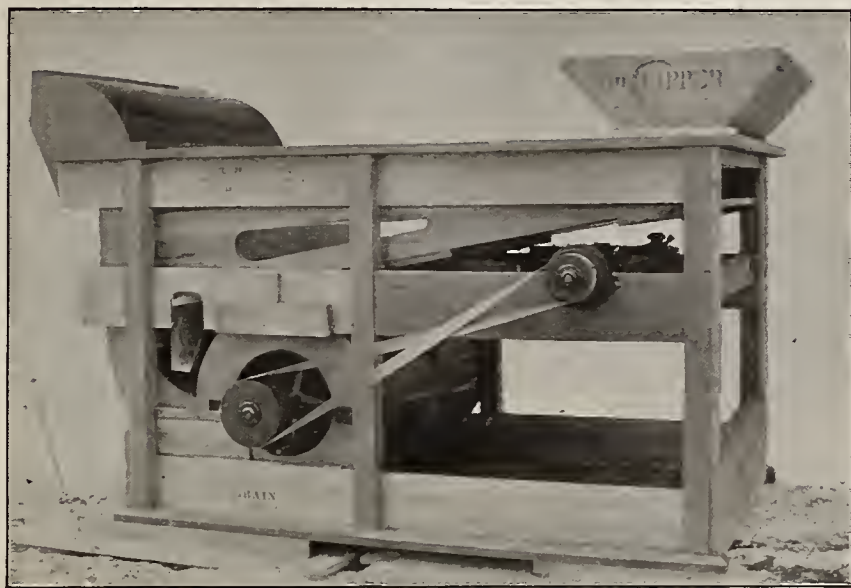
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Simplest,  
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That will clip oats with a profit. On anything you may need in the machinery line. Prices based on gold. Silver accepted at par.

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Of Special Grade for Killing Insects in Warehouses, Etc.

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MERIT,  
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in the world. To know what it is and all about it, write.

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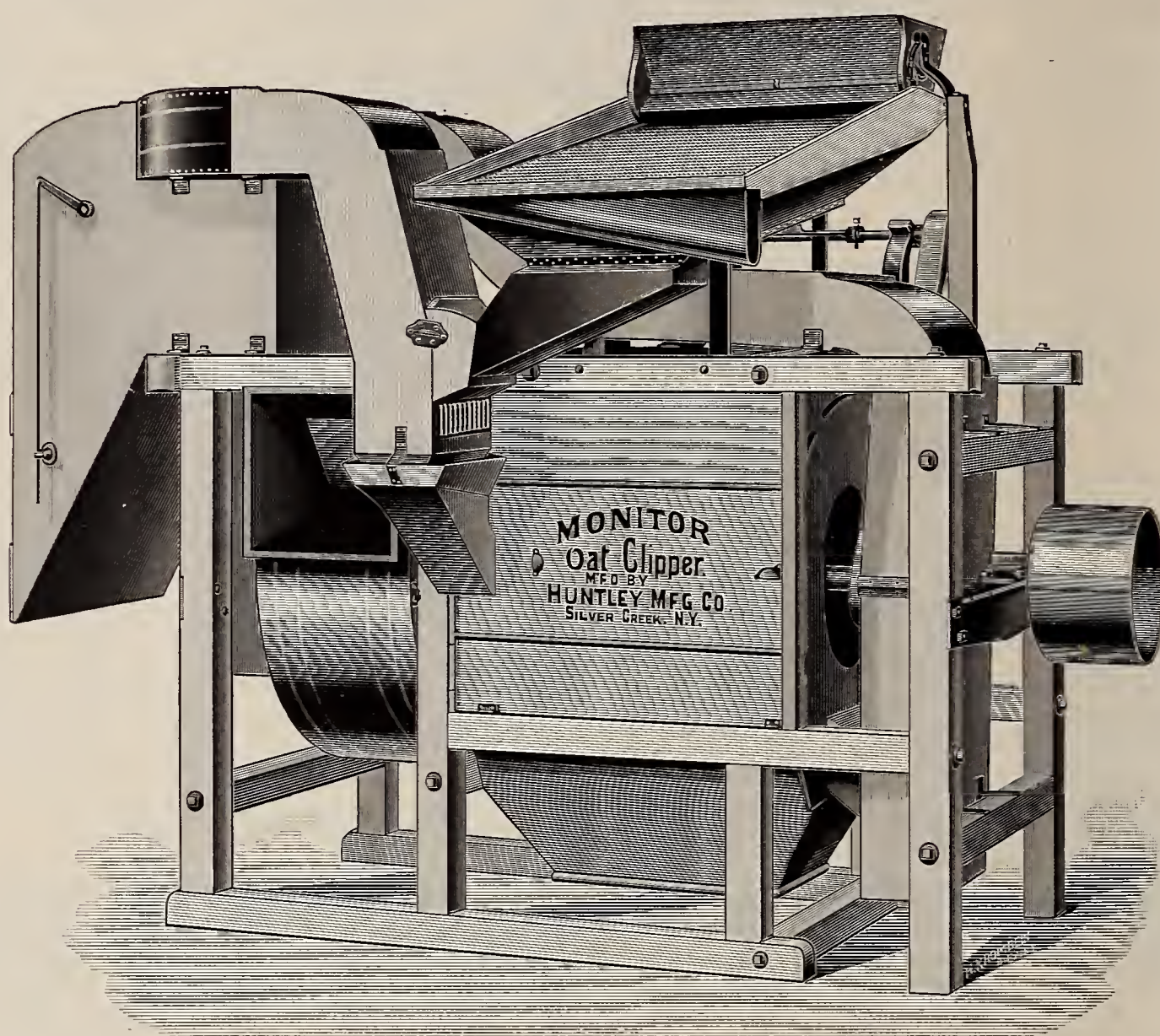
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**CAPACITY FROM 50 TO 1,200 BUSHELS PER HOUR.**

**Monitor Grain Cleaners**

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#### L. R. BROOKS.

Elevator men will be pleased to learn that one of their number has been honored with the presidency of the Minneapolis Chamber of Commerce. Minneapolis is the largest cash wheat market in the world, and has a number of elevator companies who take an important part in the affairs of the Chamber of Commerce. Mr. L. R. Brooks, who was recently elected to the presidency of the Chamber, was First Vice-President last year.

Mr. Brooks was born in Oswego County, New York, in 1847. At the age of 16 years he entered the office of his father's elevator in Southern Minnesota. Ten years later, he with two brothers, succeeded to the business. He was cashier of the Second National Bank of Winona, Minn., several years, and organized the Winona Mill Co. in 1879. He was president of this company until 1885, when he resigned and moved to Minneapolis, where he has since resided.

He is president of the Brooks Elevator Co. of Minneapolis, also of the grain commission firm of Brooks-Griffiths Co. He is vice-president of the St. Anthony Elevator Co., Minneapolis, and of the Globe Elevator Co., Duluth.

#### WHAT IS A CARLOAD OF GRAIN?

The above question is asked, because it is a very important one to the grain trade, says the Montreal Trade Bulletin. At present a carload of oats may mean 800 bushels, or it may mean 1,200 to 1,300 bushels, to suit the interests of the sellers. For instance, a shipper buys 100 cars of oats, and if the market goes in his favor and advances, he will not get over 80,000 bushels; but if the market goes against him, and declines, he will get 120,000 to 130,000 bushels, so that in either case he is a loser, for if values advance after he has made his purchases the sellers will give him as small carloads as possible; while if prices go down, they will crowd as much upon him as they can, which, of course, is unfair. Dealers in and exporters of grain in this city contend that carloads of grain should be fixed by certain standards of weight or quantity, accord-

ing to the different descriptions, so that when a dealer buys a car of oats, peas, wheat or barley, he should know just what quantity of grain he has bought, and not have it left to the option of the seller to give more or less, as it suits his interests. Our Boards of Trade could not render better service to the trade at large than by dealing with this very



L. R. BROOKS.

important matter. By right, a car of wheat, corn, peas, oats, barley or rye should be understood to represent a certain standard quantity, just as a bushel of these grains does respectively.

The business of dealing in wet grain has grown to be so important at Buffalo that some give all their attention to this branch of the trade, and keep a sharp watch for vessels with wet cargoes.

#### NEW GRADES FOR CLIPPED OATS AT PHILADELPHIA.

Chief Grain Inspector John O. Foering of the Commercial Exchange of Philadelphia informs us that the Committee on Grain of the Commercial Exchange of Philadelphia adopted the following new rules to govern the grading of clipped oats. These rules went into force November 2 and will be followed by the Grain Inspectors of that city until further notice.

Extra White Clipped—shall be bright, sound, plump, well cleaned and reasonably free from other grain, weighing not less than 35 pounds to the measured bushel.

No. 1 White Clipped—shall be bright, sound, well cleaned and reasonably free from other grain, weighing not less than 33 pounds to the measured bushel.

Oats that otherwise should grade Extra White Clipped and No. 1 White Clipped shall not be deprived of the grade if but slightly stained.

No. 2 White Clipped—shall be reasonably sound, well cleaned, reasonably free from other grain, and may contain a limited amount of stained and damaged grains, weighing not less than 31 pounds to the measured bushel.

No. 3 White Clipped—shall be mainly white, reasonably sound, reasonably clean, and reasonably free from other grain, may be stained, and contain a limited amount of damaged grains, weighing not less than 28 pounds to the measured bushel.

No. 2 Mixed Clipped—shall be reasonably sound, well cleaned, reasonably free from other grain, and may contain a limited amount of stained and damaged grains, weighing not less than 31 pounds to the measured bushel.

No. 3 Mixed Clipped—shall be mainly mixed, reasonably sound, reasonably clean, and reasonably free from other grain, weighing not less than 28 pounds to the measured bushel.

The committee which was formed to decide as to the salvage from the G. W. Van Dusen grain loss at Minneapolis on March 2 promised a partial settlement within 60 days. Underwriters are still looking for the final report.



## REGULAR GRAIN DEALERS MEET AT CHICAGO AND ORGANIZE.

In accordance with the call published in the last number of this journal a number of regular grain dealers from different states met in Chicago Monday, November 9. Many of them came early, and some time was spent in getting acquainted. The meeting was called to order at 10:30 a. m., and nominations for temporary chairman were called for. Theo. P. Baxter of Taylorville, Ill., was selected by the unanimous vote. W. H. Chambers of Hepburn, Iowa, was then selected for temporary secretary.

Chairman Baxter appointed the following committee to draft a Constitution and By-Laws: M. T. Russell, Des Moines, Iowa; H. N. Knight, Monticello, Ill.; J. E. Utt, Omaha, Neb.; G. D. Ettinger, Bourbon, Ind.; W. H. Suffern, Decatur, Ill.

A paper was read by E. R. Ulrich Jr. of Springfield, Ill., on the subject: "Shortages in Shipments at Terminals; A Remedy." The paper was a thorough treatment of the subject. It appears on another page of this issue.

M. McFarland of Des Moines, Iowa, in discussion of the paper, said that track scale weights were not very reliable. It was a question with him if the weights taken by the railroads at terminals would be any more accurate than the Board of Trade weights. He reported that he had usually had a shortage on corn of 3 to 4 bushels per 100 bushels before weighing was entirely done by the Board of Trade. Since then his shortage had been about 100 pounds to the car. His greatest suffering from shortage had been when grain went to private elevators. In this case the shortage had always been greater than when the grain went into public elevators.

Chairman Baxter appointed the following committee of three on resolutions: B. A. Lockwood, Des Moines, Iowa; W. B. Newbegin, Blue Mound, Ill.; E. R. Ulrich Jr., Springfield, Ill.

W. H. Chambers, Hepburn, Iowa, read an exhaustive paper on "Who Should be Entitled to Membership in the Grain Dealers' National Association." It is given in full elsewhere.

J. E. Utt, Omaha, Neb., read a paper on "Lower Freight Rates to Elevator Men Than to Transient Shippers." His paper was greatly enjoyed by those present. We give it in full elsewhere in this number.

F. D. Babcock of Ida Grove, Iowa, to whom had been assigned the subject, "The Advantages of Mutual Insurance for Elevator Owners," was not present, but the following communication from him was read:

*Editor American Elevator and Grain Trade:*—I have just returned from a meeting with the Executive Committee of the Grain Shippers' Association, Northwest Iowa, at Sioux City, and as we have so much on hand at present, we find ourselves unable to take any action as an Association in regard to the organization of the National Association. Doubtless some of our members will attend the proposed meeting next Monday, and assist in the organization. I find myself unable to attend, as I had expected to do. I also have been prevented from giving any time to the preparation of a paper on the subject assigned me, viz.: "The Advantages of Mutual Insurance to Elevator Owners." I only say now, what I outlined in a recent article in the "Elevator and Grain Trade," that my investigation so far is all in favor of such insurance. Under the statutes of Iowa, Sec. 1160 of the Code, Co-operative companies can be organized. And proceeding under this section, we have decided to organize such a company in Iowa. A meeting to complete the organization will be held as soon as the Articles of Incorporation can be prepared by our attorneys.

A little investigation will satisfy almost anyone that the Insurance Compact of this state levies tribute on our risks in much the same manner as railways figure their rates, or to be more exact, without any reference to the hazard or cost of carrying the risks; it charges "whatever the traffic will stand," whatever they can make the dealers pay. The insurance men know that as a rule we have to depend largely on borrowed capital, and that to be reasonably secure in our business we are compelled to carry heavy lines of insurance. The millers' mutuals have in the past twenty years saved to their policy-holder almost exactly fifty per cent. of the board rate. The lumberman's mutuals have, since their organization, done even better than that, while the town and farm mutuals of this state have saved more than seventy-five per cent.

The record of all of the mutuals, or co-operatives, in this state is such as challenges admiration, and is a surprise to the managers of the old line companies as well as the policy-holders themselves. Possibly the fact, that in this state property is worth caring for may have something to do with the character of the risks. It goes without saying, that any man when assured that 50 per cent. can be saved in any undertaking, will avail himself of the opportunity. Just a little campaign of education

along these lines will organize the whole grain shipping interests of the country into co-operative companies. Regretting my inability to be with you, I am, etc.  
Very truly yours,  
F. D. BABCOCK.

Mr. M. T. Russell of Des Moines said:

Our Association in Iowa has had this subject under discussion, and, in fact, the Association was formed more for the benefits to be secured by cheaper insurance than for any other reason. The grain men of Iowa had come to the conclusion that some benefits could be secured along this line. Lumbermen of Iowa had saved about 40 per cent. on what the old line companies charged, and the Mill Owners' Mutual of Iowa had cut down the cost of insurance about 50 per cent. to its members. A committee had been appointed to confer with the secretary of the Mill Owners' Mutual, who had given it as his opinion that there was not a sufficient number of elevators in Iowa to make a mutual insurance company pay; but if all the elevator men

between the weight of the loaded car and the empty car represented the net weight of the grain. This method was followed for a number of years, but weights were unsatisfactory. About the year 1878 I began shipping to the Southern Middle instead of the Northern states. Northern business was done in bulk while grain going to the Southern trade was sacked. In spite of the grain being sacked the same trouble in weights occurred, so the loss was evidently not due to leakage. In searching for relief I commenced weighing the grain in a hopper, afterward reloading it into the car. The weight thus secured was placed upon the waybill. The weight secured in this manner was found to be accurate, and was satisfactory to the railroad as well as to the trade. I had very few shortages in two years, the only one of any moment being caused by a drunken weighman. Trouble came, however, from terminal points. About this time a law was passed



CHAIRMAN THEO. P. BAXTER OF TAYLORVILLE, ILL.

of the United States would form a company business could be done at a profit, and with a saving likewise to the members. In order to be a success each elevator would have to be thoroughly inspected before the insurance was placed. Some elevators are not worth 10 cents on the dollar. Elevator men could form a company, but unless the matter was taken up very carefully it would result in failure. If a company was organized on business principles it would be a success, and elevator owners would be saved a large amount of money.

Edward S. Richards of Chicago referred to the use of the hopper scale as a means of minimizing shortages. He said: My connection with the grain trade began in 1873. At that time the trade was suffering greatly from faulty weights. In addition to this, high fees for inspection and other evils consumed a large share of the dealers' profits. It became the custom at that time to sell grain by sample. On their arrival cars were put out what was termed the sample track. The grain was sold by sample and afterward the grain was transferred to an eastern road. The car was weighed with the grain and weighed again after the grain had been removed. The difference

requiring grain to be weighed in hopper scales. Finally shortages began to occur in New York, and some of the roads dissolved their agreement in regard to weighing grain in hopper scales, consequently when a loss occurred there was no remedy, as the railroads were in control. I think that elevators of the country should come under the Interstate Commerce Law.

A number of letters from grain dealers who were unable to attend the meeting were read. All promised their hearty cooperation in the formation of a national association.

A paper was read by W. H. Suffern on "Securing Shippers' Rights from Common Carriers." It is published in this number.

A. E. Hartley moved that the meeting adjourn, to meet at 2:30 p. m., and that the further business of the meeting be completed in one session. Carried.

### AFTERNOON SESSION.

Chairman Baxter called the meeting to order at 3 p. m. and asked for the reading of the report of the Committee on the Constitution and By-Laws. The report was read.

G. D. Ettinger moved that the report of the com-



mittee be taken up in sections. The motion was carried. After being read and amended the Constitution and By-Laws were adopted as follows:

#### CONSTITUTION AND BY-LAWS.

##### PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a National Association of Grain Dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those who are regularly engaged in the grain business, the formulating of rules to govern the transaction of business and the promotion of friendly relations among legitimate grain men of the country.

##### CONSTITUTION.

###### ARTICLE I.—NAME.

Section 1. The name of this organization shall be The Grain Dealers' National Association.

###### ARTICLE II.—MEMBERSHIP.

Section 1. Any person, firm or corporation operating a grain elevator and engaging in the buying and selling of grain continuously, may become a member of this Association; also, any person, firm or corporation who has been engaged in the buying and selling of grain continuously at one station for at least 2 years, yet has no elevator, may, upon the recommendation of two persons or firms who are members of this Association in good standing, and are operating grain elevators at the same or nearby stations, be admitted to membership.

Sec. 2. Regular grain receivers and regular track buyers, who do not sell grain for, or send bids to, or buy grain from grain scalpers, irregular grain dealers, transient buyers or "scoop-shovel men," may be admitted to honorary membership upon the payment of the regular membership fees.

Sec. 3. No person, firm or corporation shall be admitted to membership in this Association unless he or it shall receive the full vote of the Board of Directors, and shall subscribe to this constitution and by-laws.

###### ARTICLE III.—OFFICERS.

Section 1. The officers of this Association shall consist of president, first vice-president, second vice-president, a treasurer and a secretary, and a board of directors consisting of the president, the secretary and five members of the Association.

Sec. 2. In case a vacancy occurs in the Board of Directors between meetings, the President shall appoint a successor for the balance of the term of office.

###### ARTICLE IV.—DUTIES OF OFFICERS.

Section 1. It shall be the duty of the President to preside at all meetings of the Association, and at all meetings of the Board of Directors, and to sign all orders drawn on the Treasurer by the Secretary.

Sec. 2. In the absence of the President, the First Vice-President shall preside at all meetings of the Association, and in the absence of both, the Second Vice-President shall preside.

Sec. 3. It shall be the duty of the Secretary to record and preserve all minutes of meetings of the Association, conduct correspondence and issue notices of meetings to each member. He shall make a report at each annual meeting, keep members posted on what is being done between meetings, and perform such other duties as may be required by the Board of Directors.

Sec. 4. It shall be the duty of the Treasurer to collect all fees and dues, have charge of all moneys of the Association, and pay out money only upon orders signed by the President and Secretary. He shall report the state of the finances at each regular meeting of the Association.

###### ARTICLE V.—FEES AND DUES.

Section 1. The membership fee of the Association shall be \$10, which shall accompany each application for membership.

Sec. 2. The annual dues shall be \$5, more or less, according as the Association shall decide at the annual meeting, payable on the first of each year. Members who have more than one house shall pay in addition to the annual dues, an annual fee of \$1 each for first 10 houses; a fee of seventy-five cents for each house in excess of 10 and not over 30, and a fee of fifty cents each for each house in excess of 30.

###### ARTICLE VI.—AMENDMENTS.

Section 1. This constitution may be amended at any annual meeting of the Association, by an affirmative vote of two-thirds of the members present. Notices of proposed amendments must be mailed to each member at least thirty days prior to the annual meeting.

##### BY-LAWS.

###### ARTICLE I.—MEETINGS.

Section 1. There shall be annual meetings of this Association, subject to the call of the Board of Directors.

Sec. 2. A quorum shall consist of 50 members, who shall be represented by person or proxy.

Sec. 3. The Board of Directors shall meet quarterly, at such time and place as they may decide upon.

###### ARTICLE II.—ELECTION OF OFFICERS.

Section 1. Officers shall be elected, by ballot, at each annual meeting, and hold their offices for one year, or until their successors are duly elected and have qualified.

###### ARTICLE III.—EXPENSES OF OFFICERS.

Section 1. The traveling and hotel expenses of all officers at regular and special meetings shall be paid by the Association.

Sec. 2. The Secretary shall receive a salary of \$1,000 per year.

Sec. 3. The Treasurer shall give bonds in the sum of \$5,000.

###### ARTICLE IV.—APPLICATIONS FOR MEMBERSHIP.

Section 1. Applications for membership accompanied by the membership fee shall be made to the Secretary and turned over to the Board of Directors. Each applicant must be recommended by two members in good standing, and the applicant shall become a member upon receiving the unanimous vote of the Board of Directors,

and subscribing to the Constitution and By-laws. If the applicant is not elected a member, his membership fee shall be returned to him.

###### ARTICLE V.—STANDING COMMITTEES.

Section 1. The Board of Directors shall act as an executive committee.

Sec. 2. There shall be a standing Committee on Transportation consisting of five members, appointed by the President at each annual meeting.

Sec. 3. The Secretary or complaining member shall refer to the Board of Directors all matters needing adjustment, such as discrimination in freight rates, shortages, dishonest returns, or other grievance between any member and railroad, consignee, or others.

Sec. 4. The Board of Directors shall make a thorough investigation of all complaints, attempt to secure settlement of same and report every case to the Association.

###### ARTICLE VI.—DUTIES OF MEMBERS.

Section 1. The name of any member of this Association who has not paid his annual dues shall, after due notice, be stricken from the roll of membership.

Sec. 2. It shall be the duty of members to aid in protecting the interests of every member of the Association.

Sec. 3. Members of this Association shall not buy grain at any stations where they are not regularly doing business and where there is a regular buyer who is a member of this Association without the consent of such buyer.

Sec. 4. So far as lies in their power, members of this Association shall not transact business with irregular dealers; with parties against whom unfairness is proved; with receivers who patronize irregular dealers, or with those who solicit grain from farmers or irregular dealers.

Sec. 5. It shall be the duty of every member of this Association who learns of any commission firm, receiver or track buyer soliciting or encouraging shipments from farmers or irregular dealers, to report the name of said commission firm or receiver, together with the facts in



E. R. ULRICH JR., SPRINGFIELD, ILL.

the case, to the Secretary, who shall record the same in a book kept for that purpose, and he shall immediately notify each member of this Association.

###### ARTICLE VII.—AMENDMENTS.

Section 1. These by-laws may be amended by a majority vote of those present at a regular meeting. Formal notices of proposed amendments must be mailed to members at least thirty days prior to the meeting.

The Chairman appointed a committee of 5 to nominate permanent officers. The committee consisted of M. McFarlin, Des Moines, Iowa; J. E. Utt, Omaha, Neb.; L. H. Blankenbaker, Brook, Ind.; D. N. Dunlap, Fontanelle, Iowa; E. R. Ulrich, Springfield, Ill.

W. L. Barnum of Chicago read a paper on "The Liability Release Clause in Railroad Companies' Ground Leases." It is the most comprehensive presentation of this subject ever given anywhere. It is published in full in this number.

A paper on "The Reciprocal Demurrage Charge," by C. S. Maguire of Columbus, Ohio, in the absence of Mr. Maguire was read by the Secretary. It will be found elsewhere.

The report of the Committee on Permanent Officers was read by Chairman M. McFarlin as follows: For President, E. S. Greenleaf, Jacksonville, Ill., of Greenleaf & Baker, Atchison, Kan.; First Vice-president, P. S. Heacock, Falls City, Neb.; Second Vice-president, E. A. Grubbs, of the Greenville Grain Co., Greenville, Ohio; Secretary, W. H. Chambers, Hepburn, Iowa; Treasurer, J. W. Adams, secretary of the St. Paul and Kansas City Grain Co., Minneapolis, Minn. For Board of Directors, W. B. New-

begin, Blue Mound, Ill.; M. McFarlin, Des Moines, Iowa; A. E. Hartley, Goodland, Ind.; Fred L. Harris, Omaha, Neb.; A. E. Clutter, Lima, Ohio.

Upon motion the Secretary was instructed to cast the vote of the Association for the nominees.

Mr. Newbegin declined to serve, and M. T. Russell moved that the name of T. P. Baxter of Taylorville, Ill., be substituted for the name of W. B. Newbegin on the Board of Directors. Carried.

It was moved that those who are in attendance at the meeting, and those who had sent in their names to the "American Elevator and Grain Trade" as favoring the organization of a national association, be considered charter members, provided they paid their dues within 30 days from date of meeting. Carried.

B. A. Lockwood, chairman of the committee on resolutions, submitted the following report:

Resolved, That the object of this association should be the mutual advancement of the grain trade and for promoting the better feeling of the grain shippers with the railroads, believing that their interests are mutual and that by the proper organization of the grain dealers they will be enabled to bring about changes that will be mutually beneficial to both.

Resolved, That we believe that it is wisdom on the part of the grain dealers not to antagonize the railroads, but to be so joined together by organization, so that any differences can be taken up by the officers of the association and the higher officers of the railroads, thus getting into closer touch and creating constantly a better understanding as to the shippers' just claims and their interests.

Resolved, That the paper by J. E. Utt of Omaha, Neb., on "Lower Freight Rates to Elevator Men Than to Transient Shippers," strikes the keynote of the elevator trade and we think would be a panacea for the major part of all our needs in that line. Also it is further

Resolved, That the paper an "Shortages" by E. R. Ulrich of Springfield, Ill., is commendable excepting that the track scales referred to were to be at terminals only, as he intended, and not at all at points of shipment. And also.

Resolved, That the paper by W. H. Suffern of Decatur, Ill., should be heartily indorsed by every member of this Association as it shows a thorough knowledge of the claims that are so common to all shippers, in a very practical sense. And also.

Resolved, That the paper by W. H. Chambers of Hepburn, Iowa, on "Who Should Be Entitled to Membership in the Grain Dealers' National Association," presents the case in a very comprehensive manner, showing that the life of this organizations depend upon the formation and fidelity of its membership, and we recommend its close reading and study by all of our members.

Resolved, also, That the remarks made by M. T. Russell of Des Moines, Iowa, on "Mutual Insurance," were good and to the point but that the organization should not take this matter up just at present. And also.

Resolved, That the remarks of W. E. Richards of Chicago, in regard to hopper scale weights presented one of the strongest evidences of what can be accomplished in our interests by active and persistent effort. Also.

Resolved, That we extend to the "American Elevator and Grain Trade" and to Charles S. Clark our hearty and united vote of thanks for their untiring efforts and co-operation in our welfare, especially so as they were the prime movers from the start. And,

Resolved, That the "American Elevator and Grain Trade" shall be hereby declared to be our official organ. Also.

Resolved, That we extend our thanks to Martin D. Stevers & Co. of Chicago, for furnishing us the markets while the Association was in session. Also.

Resolved, That a vote of thanks be extended to the Chicago Board of Trade for the courtesies extended to us. Also.

Resolved, That the paper of W. L. Barnum on "The Liability Release Clause in Railroad Companies' Ground Leases" was a most excellent presentation of the subject and should add much to urge us on to a successful organization that the wrongs therein set forth may be corrected and our interests protected.

The report of the committee was adopted.

Secretary Chambers read the following communication:

Chicago, Nov. 9, 1896.  
To the members of the National Grain Dealers' Association.

Greeting—The Commercial Club of Omaha respectfully request your honorable body, to hold your next general meeting in Omaha, Neb. It is centrally located for Iowa, Nebraska, Kansas, South Dakota, North Dakota, Western Minnesota and Missouri.

We will entertain the members at the club rooms, including a hall well lighted, and will furnish a banquet, a room and appropriate badges, reduced hotel rates and other appropriate considerations. Hoping for a prompt consideration, I am yours truly.

J. E. UTT, Secy. Commercial Club.

L. H. Blankenbaker moved to adjourn subject to the call of the Board of Directors.

##### CONVENTION NOTES.

Master Harris of Sibley, Iowa, was the youngest grain dealer present.

Many who wrote of their intention to attend did not get to the meeting.

The next meeting promises to be such a howling success that it is sure to fill with regret every dealer



not at the Chicago meeting—regret that he missed one of the treats of life.

Chairman Baxter kept the meeting at work, and permitted no time to be wasted.

A number of regular dealers and commission men paid their membership fee and became charter members.

Gold badges, representing an ear of corn, were supplied by the "American Elevator and Grain Trade," and were highly complimented by all.

Had the meeting extended over two days it would have given those present an opportunity to discuss some of the many points presented in the papers.

Capt. Russell of Des Moines remained in the city several days, but did not catch the would-be artist who made pen sketches of him for the local daily papers.

Indiana's representation included G. D. Ettinger, Bourbon; W. T. McCray, Kentland; L. H. Blankenbaker, Brook; A. E. Hartley, Goodland; W. L. Cunningham, Brook.

Most of those present made a number of new acquaintances in the trade, and found the social feature of the convention particularly enjoyable as well as profitable.

The papers read were enjoyed by all, and each one present praised them. They are surely a valuable accession to grain trade literature, and merit careful reading by everyone connected with the trade.

J. E. Utt of Omaha, the secretary of the Nebraska State Grain Dealers' Association, represented the dealers of that state. Mr. Duff, the other delegate recently appointed at the meeting of the State Association in Lincoln, was detained at home.

The daily papers gave the Association considerable prominence, but of course their reports of the meeting were no more intelligible than their reports of trade meetings usually are. However, it served to advertise the fact that the dealers had met and organized.

Iowa was well represented by the following gentlemen: M. T. Russell, M. McFarlin, B. A. Lockwood, E. L. Bowen, Des Moines; W. H. Chambers, Hepburn; D. N. Dunlap, Fontanelle; J. D. Robbins, Hastings; C. Reed, Guthrie Center; A. W. Harris, Sibley; F. A. H. Grenlich, Marion.

Among those present from Illinois were: F. M. Pratt, Decatur; Theo. P. Baxter, Taylorville; E. R. Ulrich Jr., Springfield; W. H. Suffern, W. B. Newbegin, Blue Mound; J. H. Herron, Sidell; Frank Ream, Lostant; J. F. Echard, Leeds; Jos. D. White, Stillman Valley; R. G. Risser, Kankakee; F. M. Cutler, Carthage; H. N. Knight, Monticello.

The general impression seemed to be that the Association was very fortunate in the selection of its secretary. Although a young man, Mr. Chambers has had eleven years' experience in the grain trade, and has been prominently identified with association work in Southwestern Iowa for several years. He has the success of the National Association at heart, and will strive earnestly to conduct the work of his office for the best interests of the Association.

Among the receivers and receivers' agents present were: Irwin, Green & Co., Chicago, represented by C. A. Tower, Des Moines, Iowa; Pope & Lewis, Chicago, represented by E. A. Curtis and J. W. Radford; C. B. Congdon & Co., Chicago, represented by D. H. Winans; W. N. Eckhardt, of Pope & Lewis, Chicago; Whitney & Gibson, Buffalo, N. Y., represented by B. J. Burns, H. F. Donsman, Chicago; I. P. Rumsey of Rumsey, Lightner & Co., Chicago; V. W. Bullock, Burlington, Iowa.

A man was recently arrested at Newark, N. J., for buying oats from drivers for the C. C. Thompson Co., grain dealers. He confessed that he had bought at least 300 bags of oats from the company's drivers, and said that he had been doing so for a period of six or seven years. It is said that the man's confession implicates drivers of other dealers, and it indicates that apparently honest citizens are as dishonest as the drivers who stole the grain.

## SHORTAGES IN SHIPMENTS AT TERMINALS; A REMEDY.

[A paper read by E. R. Ulrich Jr. of Springfield, Ill., at the Chicago meeting of grain dealers.]

Portia, in the Merchant of Venice, truthfully says. "If to do were as easy as to know what were good to do, chapels had been churches and poor men's houses princes' palaces."

It has been our experience, and we presume it is also the experience of every firm handling grain through country elevators in the West, that where their grain is carefully weighed at home and sent to one of the principal markets in the United States, there is a great deal of difference, as a usual thing, between shipping it to St. Louis or Chicago or shipping it to Toledo, Detroit, Baltimore, Philadelphia, New York, or selling it to the interior trade, as to the amounts of these shortages in the different markets. There is probably not one of my hearers who has not had some trouble with his shipments in this respect, and who does not know that this state of affairs should (we do not say could, as we know it can and must) be remedied.

Shippers working on a close margin cannot afford to stand shortages which average sometimes, for a year or more at a time, from six to seven bushels per car. The railroads cannot afford to lose freight on that amount and should do all in their power, aided by our united efforts, to remedy the evil. The railroads running into Chicago for instance hauled to Chicago for the year beginning Aug. 1, 1894, and ending Aug. 1, 1895, 188,487 cars of wheat, corn, oats, rye and barley, according to the official Board of Trade record. Figuring these cars at an average of 6 bushels short for each car of 500 bushels makes a net shortage on that number of cars of 1,130,922 bushels, or 2,654 cars of grain of 500 bushels each, which was a total loss to country shippers and on which the railroads lost their revenue. Figuring this at 10 cents per hundred-weight (from a good deal of the Western territory the rate is two or three times this) the railways lost \$74,312 and the shippers' loss was probably 40 cents per bushel during that year—making a loss to the grain shippers of the West in shipments to Chicago alone of \$452,308.80, or nearly half a million dollars.

Why stand this? We know that ninety-nine hundredths of all the shortages in our shipments to Chicago occur after the grain is dropped into the boot of the elevators in Chicago.

About a year and a half ago, at the solicitation of the Illinois Grain Dealers' Association, we sent a man to Chicago to personally investigate their manner of weighing, etc. He went through the yards where the grain is inspected and got permission to watch the weighing of a lot of cars which we had weighed carefully at our country elevators. Our cars were falling short right along from 5 to 9 bushels per car and some of them more. He watched the elevator people unload the stuff and saw that it was carefully done and still the cars ran short as usual. He went to the top of the elevator and saw the grain carefully weighed and could see nothing wrong there and still the cars continued to be short.

He had about concluded we could not locate the trouble when it occurred to him he would get a man to help him, so after securing another man, one stood at the elevator boot and saw that the work was done carefully and correctly while the other stood at the scale and saw that all went right. Immediately the shortages ran down so that some of the cars would weigh out close to our figures and others only one or two bushels short, thus conclusively proving that the whole force in the elevator was working to beat the country shippers on weights, and to make their elevator weights come out all right at the end of the season.

To be sure, the country shipper is not infallible any more than anybody else. To be sure, railroads sometimes give us leaky cars and jam them around in transit, but, after years of experience in shipping to the different markets, we are positive that not over one bushel shortage in one hundred bushels of our shortages occurs by loss in transit or by stealage in transit. We can tell by comparing Chicago and St. Louis weights with weights of our

grain shipped to the other markets during the same period that the trouble has been in the Chicago and St. Louis elevators and nowhere else, to amount to anything.

The Railroad and Warehouse law is plain and good, but so far has been on the shortage question almost a dead letter. The remedy for these shortages, I would suggest, is just here. Let the railroads running into Chicago, St. Louis, and all of the other large markets (if they haven't them already) procure good reliable track scales and keep them in thorough repair and weigh each car carefully before it goes to the elevators or side track to be unloaded; and then weigh back carefully empty. Have all scales in these cities made on a basis of these railroad track scale weights. Each car to be uncoupled before being weighed and all elevator people or others buying our grain to accept these weights as final, or our members not to sell to them. Also let the Grain Dealers' National Association hire a couple of the best and most reliable men it can get to keep going from one railroad scale to another, to put their signature on the scale weight of each car they see weighed, so that the country shipper can compare these cars which are weighed while the Association's representative was present with those weighed when the Association's representative was not present, and if there is any difference notify the railway company at once that their weights are not satisfactory and request them to install another weigher at once.

Let each shipper weigh all of his grain carefully into cars at home and notify the railroad company that there is so much grain in each car, and that they expect the railway company to weigh as much grain out of each car, or find out at once why they cannot find that amount in the car. If Chicago and other receivers and buyers refuse to accept the above weights as final, then let all members of this Association and all grain dealers through the country refuse to go to any market where such weights are not accepted. The railroads to charge the shippers, say, 15 cents per car for the shipper's part of expense incurred in weighing.

We think the above arrangement would be quite an improvement on letting the elevator people weigh the grain in the elevators or have anything to do with it before it is weighed by disinterested parties, and that it would help the shippers out until the Interstate Commerce Law can be changed to make railroads pay for all shortages. Even in case the law was changed the railroads should weigh it as above stated for their own protection.

If this is taken up with the managers of the different railroads by the Association through the proper channels, the railroad managers can be made to see that it is greatly to their advantage to work with us in this matter, and that it would pay the railroads and shippers hundreds of thousands of dollars annually to have this remedied at once.

Now until the Interstate Law can be changed so as to cover the shortage question, so as to enable shippers to get clean bills of lading by which railroads would be compelled to deliver out as much grain as is weighed into cars by the country elevator, we think the above remedy would be quite a help for the time being. This matter of shortages is something that will take a good part of the profits of the country elevator man and something he will do well to use all of his power to overcome.

I believe that if each member of this national organization would watch his weights carefully in each market to which he ships and would compare the weights in the different elevators, he would find quite a difference in the shortages. In looking over our books in our shipments the past few months I notice that, for example, the weights of the Indiana Elevator, Chicago, were noticeably short in a great many cases, while the weights in the Chicago Hominy Mills were excellent.

While the weights in the Canton Elevator, Baltimore, were running short of our weights, in numbers of cars, the weights at the Locust Point elevators ran much better. Now, why would it not be a good idea to have each of our members send to the Secretary of the National Association monthly statements of their weights of grain in each of the different markets to which they ship, stating the



name of the elevator to which each car went, giving weights at home and at destination? Let the Secretary compare these lists and notify every elevator and warehouse company where the shortages occur that these shortages must cease or shippers would have to be governed accordingly. Have the names published each month of those houses whose weights are universally bad, and send a list to each member of this organization. When a shipper looks over his shipping book and sees a string of cars which were weighed in Decatur or Detroit and almost every car weighed out close to his weights at home, and then compares these weights with another string of cars which went to Canton Elevator, Baltimore, or to Milwaukee, Wisconsin, or to Indiana Elevator, Chicago, during the same period, and finds the cars to these latter points short in a large number of cases, he knows there is some weighman who is not giving the shipper just weights. The shipper is not the one to stand the shrinkage in weight while in store after it goes out of his hands. Let the elevator people put their storage rate high enough to cover the natural shrinkage while it is held in their buildings, and not try to dock the interior shipper in order to make their weights hold out good.

Fellow shippers, they will keep this up just as long as you will stand back and let them. The moment you put your feet down and say you must have fair treatment, then, and not until then, will you receive fair treatment. Official Board of Trade weights may be all right but no Board of Trade weigher can occupy two places at the same time—namely, at the scale at the top of the elevator and also at the boot of the elevator.

The whole operation of weighing should be right before the official weigher's eyes, so that there could be no manipulation of levers or grain left in the boot of the elevators, or anything else of this sort which has been worked to the woeful loss of the country shipper and the railroads.

I take the following from the report of the Illinois Grain Dealers' Association's representative: "The elevator weights in Chicago have at times been very unsatisfactory, the summer of 1894 proving notably so. At the request of the Illinois Grain Dealers' Association, having several hundred cars sold in Chicago, we sent an agent there in August, 1894, who asked for and was given permission to witness the weighing at the elevators. He was present at the scales (which are A No. 1) for three days, during which time the average shortage on our cars was about 5 to 9 bushels per car. The fourth day he placed a man below at the cars with control of the signals, he going to the top of the elevator where the scales are located, and there controlling the dropping of the grain from the garner to the hoppers. The shrinkage fell at once from an average loss of 5 to 9 bushels to less than 2 bushels per car. We will also say that the Chicago weights and our home weights ran satisfactorily for quite a long time afterward."

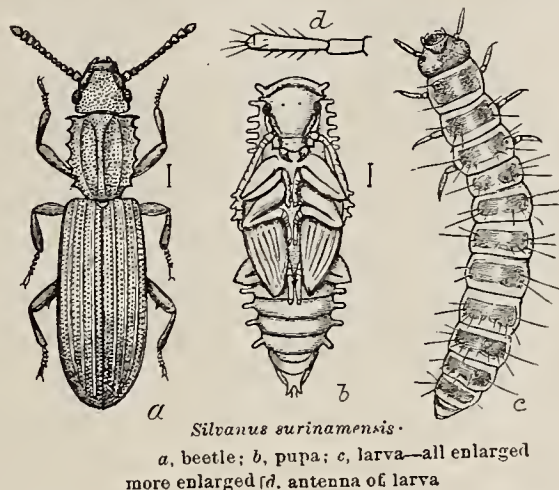
According to the view of the man, who thoroughly investigated this matter, as above stated, another way by which we could get much more satisfactory weights, in Chicago especially, would be to employ two reliable men, who could be depended upon to watch the interests of the members of this Association, and men who could not be easily influenced. Get the proper authorities to allow these men to go into any elevator and personally superintend the weighing of all cars arriving at that elevator for, say, a half day or one day at a time, whenever they were so ordered by the Secretary of this Association. Let one of these men stay at the boot of the elevator and the other at the scale, and have them sign each certificate of weight for each car of which they have personally superintended the weighing. Shift them from one elevator to another wherever the Secretary of our Association orders them and have them go to every elevator or warehouse, say once or twice a month. Have the shippers compare the cars weighed under the supervision of our men with those cars weighed when our representatives were not present, and they will soon discover where the trouble lies. This suggestion could be acted upon at once, and would not necessitate the changing of any of the terminal weighing facilities. We

are thoroughly convinced it would react at once to the mutual profit of every grain shipper in the West and also to the profit of the railroads.

### THE GRAIN BEETLES.

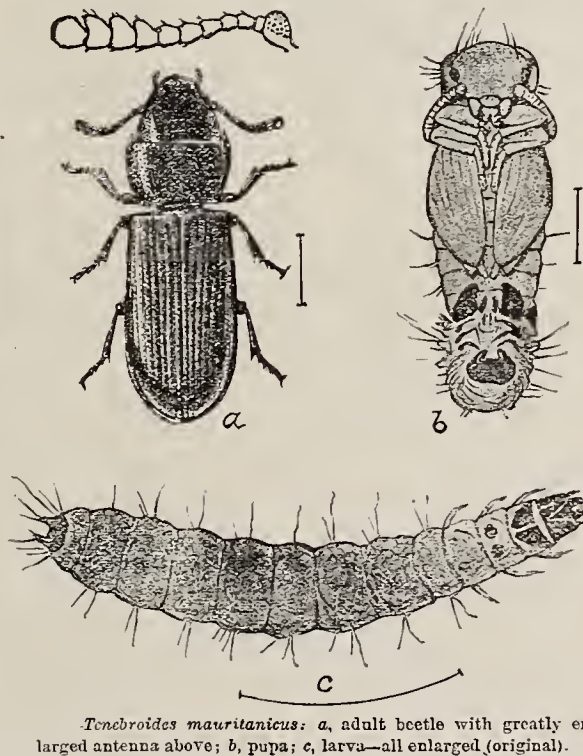
[By F. H. Chittenden in Bulletin No. 4 of the United States Department of Agriculture, Division of Entomology.]

There are two clavicorn beetles, known, respectively, as the sawtoothed grain beetle and the cadelle, of omnivorous habits and universal distribution, that commonly occur in dwellings as well as in granaries, mills and warehouses. The former is so small as to readily escape notice except when



it is present in numbers; the latter, though seldom occurring in abundance, is conspicuous, both as larva and beetle, on account of its size. The two species resemble each other in being partially carnivorous and predaceous, following in the wake of other insects like the Indian meal moth, the cadelle particularly making atonement for its ravages by devouring such small insects as cross its path that it is able to overcome.

The sawtoothed grain beetle (*Silvanus surinamensis*, Linn.) will be found wherever anything edible is stored. It is chiefly vegetarian, but is almost omnivorous, and is especially fond of cereals and



breadstuffs, preserved fruits, nuts, and seeds of various kinds. Among commodities of the household that are subject to its depredations may be mentioned yeast cakes, mace, snuff, and red pepper.

The mature beetles will feed upon sugar, and have been reported in starch, tobacco, and dried meats, but it is doubtful if the insect will breed in such substances. The beetle or their larvae have the bad habit of perforating the paper bags in which flour and other comestibles are kept. When present in boxes of fruit—and they are very sure to be there if the covers are left off throughout the summer—there may be no visible evidence of their presence until the bottom is reached, but here they will be found in great numbers, and when disturbed scamper off in the greatest haste. This insect is almost invari-

bly present wherever the Indian meal moth is found, and the list of the food products that have been mentioned as subject to this moth's attack will answer about equally well for the beetle.

As an instance of unusual trouble caused by this insect may be mentioned the case cited by Taschenberg of the beetles having invaded sleeping apartments adjoining a brewery where stores were kept and annoying the sleepers at night by nipping them in their beds. This beetle is a member of the family Cucujidae. It is only about one-tenth of an inch long, slender, much flattened, and of a chocolate brown color. The antennae are clavate, or club shaped, and the thorax has two shallow, longitudinal grooves on the upper surface, and bears six minute teeth like those of a saw on each side, as indicated at a.

The larva is somewhat depressed, and nearly white in color, with darker markings, as shown in the illustration (c). It has six legs and an abdominal proleg, and is exceedingly active, running about, nibbling here and there. When fully matured the larva fastens itself by means of some adhesive matter, evidently excrementitious, to any convenient surface, and thus attached transforms to pupa and afterward to imago. When the insect is living in such granular substances as oatmeal and cracked wheat a delicate case is constructed of fragments of these materials, but when in flour and meal often no covering is made. From data acquired by experiment it is estimated that there may be six or seven generations of this insect annually in the latitude of the District of Columbia. During the summer months the life cycle requires but twenty-four days; in spring, from six to ten weeks. At Washington, it has been learned, the species winters over in the adult state, even in a well-warmed indoor temperature.

The term "cadelle" was first proposed years ago in France for the larva of this insect. The Latin name (*Tenebroides mauritanicus*, Linn.) was given to it in 1758, when it was described as a species of *Tenebrio*, and classified with the meal worms, the adult of which it very slightly resembles in its somber color and depressed elongate form. It belongs, however, to a distinct family, the Trogositidae, and is considerably smaller than the meal worm beetles, measuring about a third of an inch. It is very dark, shining brown in color, much flattened, and of the somewhat oblong form indicated in the illustration at a. The antenna is shown, much enlarged. The general appearance of the larva is shown at c. It is fleshy and slender, measuring when full grown nearly three-fourths of an inch. It is whitish in color, with head and tip of the anal segment dark brown, the latter terminating in two dark corneous hooks. The three thoracic segments are also marked with dark brown, as indicated in the figure. The pupa (b) is white.

There has always been a difference of opinion in regard to the nature of the food of *Tenebroides mauritanicus*, some claiming that the insect was carnivorous. It has been satisfactorily proven through experiment by the writer that the insect is both herbivorous and predaceous. It is most often found in cereals and in nuts, but may be occasionally taken in other materials.

If personal experience and divisional records be any criterion, this species excels all other grain feeders in its proclivity for obtaining its presence in unexpected places. It is a most unwelcome guest at all times, its large size, both in the larval and adult stages, rendering its appearance conspicuous, not to say alarming or disgusting, to most persons.

Contrary to the rule with regard to indoor species, there is every reason to believe that this insect is of American nativity. It differs also from most other storehouse species in being annual in its development, propagating, it is true, throughout the warm season, but bringing forth only a single brood each year.

The McCall-Webster Grain Co. of Burbank, S. D., recently brought suit to recover from Boyles & Ondery, general merchants, \$280 stolen from them by highwaymen. It was alleged that defendants were responsible for the theft, but the court decided against the plaintiffs.



## THE LIABILITY RELEASE CLAUSE IN RAILROAD COMPANIES' GROUND LEASES.

[A paper read by W. L. Barnum of the Millers' National Insurance Co. of Chicago at the meeting of the Grain Dealers' National Association in Chicago, Nov. 9, 1896.]

Your committee has invited me to address you on a very important subject. Important to you owning elevators on railroad land. Important to the insurance companies whose policies you hold for indemnity in event of loss by fire, and important to the railroad companies as showing the legal status at the present time.

The Millers' National Insurance Company has, for more than twenty years, made a specialty of insuring grain elevators and warehouses, and to-day has on its books, probably, more grain elevators than any other insurance company in the United States.

The cost of insurance in the Millers' National, on the mutual plan, for the past twenty years, has been about 50 per cent. of the annual rate. In no one year has it cost more than 70 per cent., and in other years from 30 per cent. to 40 per cent., depending upon the amount of losses by fire. Averaging about one-half the yearly rate charged by the better class of board companies, and at the same time the company has accumulated a surplus fund of nearly four hundred thousand dollars in cash.

It is probably for this reason that I, as its secretary, have been requested to prepare a paper for your consideration on The Liability Release Clause in Railroad Companies' Ground Leases.

It is a fact that at nearly every station along the lines of railroads in the United States, there is situated on the railroad's right-of-way, elevators and warehouses for the storage of grain. A nominal rent of from one to five dollars per annum is paid for leases of the ground covered by these buildings, and these leases are so drawn as to be practically perpetual as to the lessees, though subject to termination at any time at the option of the railroad company.

It is a great advantage to the railroad to have these buildings on their right-of-way, because they are thus given practically a monopoly of the carrying business connected with them, and thus also avoid, generally, the expense of building extra or additional tracks. The particular feature of these leases, however, which we are called on to consider, is a clause contained therein by which the railroad company is, in advance, released from all liability for damages in case such buildings are destroyed by fire communicated from the engines of the railroad company, even though such fire be communicated by reason of the want of ordinary care, or by the gross negligence of the railroad company, its agents, servants or employees. It is not needful to quote to you the long and carefully drawn language of these leases by which all liability, under any possible circumstances, for fire, however communicated, is excluded. Some of you are doubtless familiar with this language from sad experiences, and others, I am sorry to say, will become familiar with it when a fire so caused occurs, sweeping out of existence in a few moments the accumulation of years, and you wake up to find that, on account of the language of these leases, you have no remedy against the wrongdoer who has thus destroyed your property.

What has already been done cannot well be changed, but for the future I would recommend that buildings be not erected on the right-of-way, until the lease covering the ground has been carefully examined and signed by both parties, and that no lease be entered into which contains a clause exempting the railroad company from liability for fire caused through its negligence. After the elevator or warehouse has been erected on the right-of-way, by consent of the railroad company, and before a lease has been signed, the owner is at the mercy of the railroad company, and is compelled to sign whatever is presented in the way of a lease, or else tear down and remove his buildings.

It is much better not to be upon the right-of-way of the railroad at all, than to be there under a lease

of that kind. The low rental of from one to five dollars per year, is, in my opinion, a mere subterfuge on the part of the railroad company to get the unwary owner onto the right-of-way so that this contract can be extorted. The great danger of fire from their engines is fully realized by the railroad company, but is not realized, until too late, by the owner, and hence the railroad, shrewd and farseeing, holding out the nominal rent of one to five dollars per year as an inducement, gets the owner onto the right-of-way, with a large amount of money invested in his buildings, and then presents to him the lease containing this clause, which he is then practically forced to sign, whether he likes it or not, and thus the railroad company has relieved itself of the great danger of liability for the destruction of the property by fire, and the owner, in order to protect himself against the hazard, is usually compelled to pay to the insurance companies 50 cents per \$100 on the amount insured on his building and contents, and sometimes finds it difficult even to get protection at such rates.

Where there is no lease of this kind, exempting the railroad company from liability, the owner can always, without any question, recover from the railroad the value of his property thus destroyed through the carelessness or negligence of the railway. If he has it insured under these circumstances, he has a double remedy—either against the insurance company under its policy, or against the railroad. If he pursues his remedy against the railroad company first, then having received one compensation in full, he cannot again collect from the insurance company. If, however, he pursues his remedy against the insurance company first, and thus gets full compensation for the property destroyed, the insurance company on payment of a debt primarily owed to him by the railroad company, becomes possessed of all his rights against the railroad, and may sue and recover from the railroad the amount so paid the owner. This right the insurance company acquires under the well-known doctrine of subrogation, and the insurance company may sue the railroad company either in its own name, or in the name of the owner, according to the local practice of the state in which the loss occurred. It will, therefore, be seen that the interests of the insurance company and the owner are identical, and whatever is against the interests of the assured or owner, so far as the lease is concerned, is against the interest also of the insurance company, because the insurance company, on payment, can be subrogated to those rights, and only those rights which the owner has at the time the fire occurs. If the owner has no rights against the railroad, because of having executed the lease, then the insurance company acquires no rights against the wrongdoer by paying the loss. It is a fact, however, which should be thoroughly understood by the owner of such property, that if there is such a lease in existence as exempts the railroad company from liability for burning the property, and notice of such lease is not given to the insurance company when the policy is obtained, the insurance company would not strictly be liable for the loss when it occurs, for the reason, that in the policy of insurance there is usually contained a clause substantially as follows: "If this company shall claim that the fire was caused by the act or negligence of any person or corporation, private or municipal, this company shall, on payment of the loss, be subrogated to the extent of such payment to all right of recovery by the insured for the loss resulting therefrom, and such right shall be assigned to this company by the insured on receiving such payment." This clause is as much a part of the insurance contract as is the clause which agrees to pay a loss, and if the assured owner, because of such lease, has rendered it impossible for him to subrogate the insurance company, then he cannot make any valid assignment of the claim against the railroad, and because of such fact the insurance company would be relieved from liability under its policy. It is, therefore, important for the owner of a building on the right-of-way, first, not to make the lease, and second, if he does make the lease, to be sure and inform the insurance company of that

fact when he procures the policy, and notice of the lease should be inserted in the written portion of the policy; and when the insurance company undertakes to carry the risk, with such knowledge, it is entitled to an additional rate, which is usually charged, because when a loss occurs it has not the usual right of subrogation for reimbursement against the wrongdoer causing the loss.

A railroad company should not be permitted to insert such a clause in its lease, and if such clause is inserted it should be treated by the courts as a nullity, as being against public policy and good morals, and should, under no circumstances, be enforced by the courts. No person should have the right to purchase, in advance, indemnity against his future wrongs or negligent conduct. It is an elementary principle of law and morals, that everyone should use his property so as not to injure the person or property of another. A railroad company should be held subject to this principle of law the same as every other person or institution. The railroad company being permitted by its charter to use fire in the operation of its engines, ought not, possibly, to be held for damages by fire accidentally caused, because if it use the highest degree of care and skill in operating its engines and cars, and fires accidentally occur, it has been thought by the courts that no recovery shall be had in such cases, because there is no negligent use of its right, or faulty conduct in the operation of its business; but, at common law, whenever a fire is caused through the negligence or fault of a railroad company or other person, then always, from time immemorial, the person or institution causing such fire has been held liable in the absence of a lease of this sort. The lease operates to take away from the insured party the right which the law would otherwise give him. This particular clause of the lease is, therefore, contrary to the law, and should not be enforced. This clause is not germane to a lease. There is no adequate consideration to support it. It encourages negligence on the part of the railroad companies in operating their engines. Railroad companies should be held to the highest degree of care, and be required to use the best make of engines, equipped with the best well-known appliances to prevent the escape of fire, and be required to keep such appliances in good order, and operate their engines by the most competent and skillful persons; but if this lease operates to exempt the railroad company from liability for fires, then the tendency of enforcing this lease is to lessen the care and diligence of the railroad companies to prevent such fires.

Leases of this kind by railroad companies have been in existence for a long time, but only recently the question as to the legal validity of this exemption clause against fire has been raised in the courts.

On the 30th of April, 1890, sparks escaped from a locomotive engine and fell upon the elevator building of Mr. Griswold at Winthrop, Iowa, and set fire to the roof and destroyed the building. The property was insured, and the insurance money was paid, amounting to some six thousand dollars, which covered a part of Mr. Griswold's loss only. Subsequently Mr. Griswold and the insurance companies sued the railroad company to recover the full value of the property. The Illinois Central R. R. Company, who was the defendant, defended on the ground that it had a lease with Mr. Griswold, by the terms of which the railroad company was released from liability, even though the property was destroyed through its negligence. The plaintiffs claimed in the case that the clause above referred to was invalid, as being against public policy. The Supreme Court of Iowa, consisting of five judges, held that this clause of the lease was contrary to public policy, and therefore void. All of the five judges concurred in this opinion. Subsequently, however, I am informed that the trunk lines of railway, passing through Iowa, uniting their forces, applied to the Supreme Court of Iowa for a rehearing of the case, and upon rehearing, three of the judges receded from their first opinion, and two (Judge Robinson and Judge Kinney) adhered to the first opinion. This is the case of *Griswold vs. The Illinois Central R. R. Co.*, reported in the 53 North-Western Reporter, page 295, and is the first case in



in the books questioning the validity of this clause.

Subsequently the case of Hartford Fire Insurance Co. against the Chicago, Milwaukee & St. Paul Ry. Co., was commenced in Jones County, Iowa, to recover for the loss of a cold storage building destroyed by fire, which was started by sparks from an engine falling upon the roof of the building and setting fire to the same. This case was started while the first opinion of the Supreme Court of Iowa was yet in force, and it was removed, on application of the railroad company, from the State Court to the United States Circuit Court sitting in Iowa. Subsequently the first opinion in the Griswold case was reversed by the three judges changing their view of the law, and on account of this change in the holding of the Supreme Court of Iowa, the United States Circuit Court, sitting in Iowa, considered itself bound by the decision of the three judges, and, therefore, held the clause of the railroad company valid, and defeated the plaintiffs. This case is entitled "Hartford Fire Insurance Co. and others vs. Chicago, Milwaukee & St. Paul Railway Co.," and is reported in the 62 Federal Reporter, page 904. An appeal was taken from this last decision, to the Circuit Court of Appeals of the United States, where the decision of the Circuit judge was affirmed by a divided opinion. See 9th Circuit Court of Appeals, page 659. This case has now been appealed to the Supreme Court of the United States at Washington, and is there pending, and a decision may be expected, as I am informed, some time during the coming year. It is confidently believed by the attorneys acting on behalf of the insurance companies in this case, from a ruling already made in the case by the Supreme Court at Washington, that that court will hold the exemption clause of the lease invalid, and it is sincerely hoped that such may be the result of the litigation.

There is one other case on this subject—that of Stevens vs. The Southern Pacific Railroad Company, 41 Pacific Reporter, page 783, in which it was first held that the lease was a valid contract, and relieved the railroad company from liability to the owner of the building, but that the owner of grain in the building might recover from the railroad, notwithstanding the lease.

R. W. Barger, a prominent insurance lawyer of this city, was the first attorney to attack the validity of this clause. He contended that the clause is against public policy, and utterly void. He tried the Griswold case, and is conducting the Hartford case now before the Supreme Court of the United States, and is probably one of the best informed lawyers on this subject.

In this country there is a vast amount of property annually destroyed by fire caused or set by sparks escaping from railway engines. In fact this danger is one of the greatest incidents to the operation of railroads. A fire is communicated to an elevator building, and oftentimes spreads from that, destroying a great deal of other valuable property—sometimes sweeping out of existence whole villages and towns, and causing conflagrations which run up into the millions. Because of these facts, railroad companies should be held to the highest possible degree of care. If, however, they are permitted to make contracts of the kind under consideration, then they will not exercise any special care. The tendency of such a contract is to lessen the precautions taken because it relieves the railroad from the liability which would otherwise exist.

If the Supreme Court of the United States should hold that it is possible for a railroad to make a valid contract of this kind, at common law, then, in my judgment, it is highly important that in each and every state of the Union a law should be passed by the legislature of these states, to the effect that a railroad company should be liable for all damages by fire caused or set by it in the operation of its road, and without regard to negligence. The legislature has the same right to make this sort of a law as it has to regulate the rate of interest that should be charged, and length of time that shall be required to bar a debt by the statute of limitations, and other statutes that might be named—all based on public policy. The state of Missouri has a law of this sort, by which a railroad com-

pany is held liable for all damages by fire caused by it, whether it is guilty of negligence or not. This is right, because where one or two innocent persons must suffer, it should be that one by whose act the injury was brought about. If such were the law in all parts of this country, vast quantities of property would be saved from destruction by fire. Taxation would be correspondingly lighter, the rate for insurance would be reduced, and the business of elevator and warehouse men would be promoted and made safer, and the interest of those who deposit for storage with them would be conserved.

### BURNING OF PACIFIC ELEVATORS "A" AND "B."

Since George Seaverus' elevator burned, fifteen years ago, there had been no elevator fire at Chicago of any consequence up to the time of the burning of the Chicago & Pacific Elevator Co.'s elevators "A" and "B," October 26. The elevators were located at the south end of Goose Island, and were only six feet apart. Each covered an area of 100x200 feet, the capacity of elevator "A" being 750,000 bushels and of "B" 1,000,000 bushels. They were both old houses, of frame construction, covered with sheet iron; elevator "A" was built in 1876 and "B" in 1885. The Chicago & Pacific Elevator Co. is a joint stock



BURNING OF PACIFIC ELEVATORS "A" AND "B."

company in which the stock is held by W. H. Harper and Charles B. Farwell.

Elevator "A" was discovered to be on fire at 11:45 a. m., and at 1 p. m. the cupolas of both houses were burning fiercely. There were small explosions in rapid succession as the bins of grain caved in, and as the wheat started moving it bulged the sheet-iron sides of the elevators and ran out like water. After the fire there was nothing left but a few fragments of walls and posts sticking up through a mountain of grain 50 feet high.

In elevator "A" there were 250,000 bushels of wheat and 120,000 bushels of corn; in elevator "B" there were 1,000,000 bushels of wheat. The total loss is estimated at \$1,500,000, and the total insurance amounts to \$1,067,120. The insurance on the elevators was \$202,320, the rest being \$38,000 on grain of the Chicago Packing and Provision Co., \$10,000 on grain owned by Frank Marshall, and \$10,000 on grain of Stiles & Co. The insurance companies were offered in the neighborhood of \$160,000 for the damaged grain the day after the fire, but refused it, and found it necessary to handle the 900,000 bushels of burned wheat themselves. Consequently the committee of adjusters decided to have Samuel Gans, of the Western Salvage Company, handle the grain for the account of the underwriters and owners. The abundance of low grade wheat made it a very unfavorable time for handling this sort of property. Mr. Gans has made arrangements to have it dried out as he gets it, and to peddle it out to the trade.

Join the Grain Dealers' National Association.

### MANITOBA'S ELEVATOR SYSTEM.

The excellent elevator system which Manitoba enjoys has proved of great advantage to the farmers of the country this season. During the recent railway strike, when railway traffic was demoralized, the farmers would have been obliged to stop marketing their grain but for the fine elevator system, which afforded room to accommodate all the grain offered. Even after the strike the rush of grain to market was so enormous that the railways were taxed to their utmost capacity to take the grain away fast enough to keep space in the elevators for further receipts.

Without this elevator system Manitoba would be in bad shape every fall when the rush of grain begins. As it is, the farmer can store his grain in the elevators more cheaply than he could provide storage at his farm for his crop; and he has the further advantage that if he stores in an elevator he can take advantage of any advance in the market to sell his grain in a lump. This he could not do if he stored at his farm, as it might take him weeks to have his grain hauled to market, while grain stored in a railway elevator is marketable in a lump at any time.

A few persons have tried at times to stir up an agitation against what they allege to be an elevator

monopoly. Demagogic motives have, no doubt, been at the bottom of much of this talk. The wise and thoughtful farmer, however, who, no doubt, fully appreciates the advantage of the elevators, will refuse to allow professional agitators and demagogues to make capital for themselves, and a tool of him, by crediting their rantings regarding the alleged elevator grievances. There is not a shadow of an elevator monopoly in Manitoba. The regulations regarding elevators, which have led to the establishing of our present efficient, expeditious and inexpensive system of handling grain, have proved an inestimable boon to the farmers of this country.—Winnipeg Commercial.

The Husted Milling & Elevating Co. of Buffalo, N. Y., writes us: "One of the purposes of our transfer elevator is the public weighing of car grain so that Western shippers and Eastern buyers are furnished with public elevator weight certificates. This removes cause for dispute between buyer and seller in regard to correct weights. Freight charges are also settled on this basis, so that it does away with all claims for overcharge."

On the first of October, 1895, Squire J. N. Clingau of Cooksville husked and weighed eighty pounds of corn and then hung it in the comb of his crib. On the first of October, 1896, he took it down and it weighed seventy-two pounds. He then shelled it and it weighed sixty-four pounds and the cobs eight pounds. He then took the grain to Bloomington and had it ground. It made forty-eight pounds of meal and sixteen of screenings.—Pantagraph, Bloomington, Ill.



### LOWER RATES TO ELEVATOR MEN THAN TO TRANSIENT SHIPPERS.

[A paper read by J. E. Utt of Omaha, Neb., secretary of the Nebraska Grain Dealers' Association, at the meeting of grain dealers at Chicago, November 9.]

The subject ascribed to me is not new to the members of this convention. It has been fully discussed from all its standpoints, and, no doubt, exhaustively discussed; so there remain few new facts, if any, to present, because of the lack of new conditions. The arguments that have been advanced are to some extent not familiar to me, as I have not been in close touch with them all, but in a general way the truths contained are self-evident to anyone advised as to the relations existing between the shippers of grain and transportation companies. The elevator owners transact more business, have as much intelligence, and work harder and more constantly, and take greater risks than any other class of heavy shippers, and have less profit at the close of a term of years for their unrelenting toil and large investments of money.

The tonnage of grain is far in excess of any other tonnage handled by the railroads in the West. When the grain crops fail the roads are, for the time being, practically bankrupt, and they can maintain their property and pay interest and dividends safely only when the grain crop is good, and the shipments can be drawn on for heavy freight earnings.

When railroads were constructed through the West, the officials were untiring in their efforts to secure a capable, trustworthy man, with sufficient funds to build an elevator on their tracks at each station, and to buy and ship the golden grain. Until this was accomplished they could not reap the golden dollars. The railroad is the body, so to speak, while the grain operators are the nervous arm, hands and fingers reaching out, grasping and bringing in these vast volumes of grain for shipment. A fair statement of the volume of freight business handled for twelve months, at a country station in the West, is: Grain, 600 cars; live stock, 50 cars; coal, 25 cars; lumber, 50 cars; miscellaneous, 100 cars. The grain cars will average 50 per cent more contents in pounds than the others named, so that the cars, on an even basis of weights, would number 900 of grain as against 200 of other freight. Again, grain is comparatively charged higher rates than the other freights, based on the conditions that should control in making rates, that is cost of securing and handling, value of contents, volume of business, cost of hauling and delivering, and possibility of loss and damage.

The following is an illustration to support the statement in part. From Missouri River to Chicago, a car of corn at 20 cents per 100, 40,000 pounds, equals \$80. A car of wheat, 40,000 pounds, 25 cents per 100, \$100. A car of hogs, 16,000 pounds, 23½ cents per 100, \$37.60. A car of packing house products in refrigerator cars that weigh 30,000 pounds each, containing, besides several thousand pounds of ice hauled free of charge, 24,000 pounds, 23½ cents per 100, \$56.40. It requires five cars of corn fed to hogs to produce one car of hogs.

The grain car can, in all instances, be reloaded from Chicago to Missouri River. The live stock and refrigerator cars are not reloaded. Again, grain cars belong to the railroad company, and are not subject to mileage charges, while stock cars, in many instances, and refrigerator cars in most instances, belong to private companies, on which the railroads pay heavy mileage charges, frequently one cent per mile, or \$10 per car Omaha to Chicago and return. Again, live stock and packing house product are considered perishable property, and must be handled with dispatch, while cars loaded with grain can be handled at the convenience of the railroad company. The value of 100 pounds of corn at the Missouri River is 25 cents, hogs \$3, packing house product estimated \$8.

Attention is called to the difference in value and the rates on these commodities, and the conditions prevailing as they affect the railroad companies. The profit to grain dealers, merchants and others, arising from handling any commodity, is principally

based on its value; this being true the comparative profit of the grain buyer is small, in fact, infinitesimal. The value of 100 pounds of corn at Omaha is 25 cents, the railroad earnings Omaha to seaboard, 40 cents. Formerly, grain cars were limited in loading to 20,000 pounds; that is advanced until now the weight has reached 80,000 pounds, and will be further increased. This has not been true of live stock, packing house product or merchandise, etc. The shipments of live stock, packing house product and other freights are solicited at heavy expense to the roads, but grain is solicited by the elevator owners in performance of their trust to the railroad companies. The grain buyer, owning an elevator, often pays fare over the road in going to market, although he may have 100 cars of grain in transit, while the shipper with two cars of hogs is given a free ride both ways, and is liable to be injured and sue the company for \$10,000 damages. The hog shipper is furnished with pens and other facilities by the railroad company to handle his stock, while the grain dealer constructs his facilities in which to accommodate, store and finally ship from. There is more rejoicing with the railroad officials over one car of hogs secured for shipment than over 99 cars of grain from an elevator, because the live stock is considered a capture, and the shipper uncertain, while the grain buyer with an elevator is always reliable. "That which is free to them they slight, that which is forbidden whets the appetite."

As a commercial proposition, merit and reliability should be rewarded with confidence, support and assistance. The above conditions surrounding grain transportation show discrimination against this commodity when housed in elevators. There is no disposition to berate the railroad companies. Their officials would admit the force of the statements made, and endeavor to make amends, but they are carried along with the current of events and cannot easily make an adjustment as they, no doubt, would like to do. They are hampered and embarrassed, and do not feel called on to fight a hard battle for the owners of the grain elevators. Their intricacies are so numerous, they are disposed to mollify mooted questions, rather than enter into a contest that has unpleasant phases. Therefore the grain dealer owning expensive facilities should discuss and urge his grievances, feeling that being thrice armed he must prevail. This course seems the only feasible one to secure protection. The shipper of merchandise is afforded warehouse and other facilities for conducting business with the roads, so is the scalper buying grain without any expense whatever. The elevator operator invests thousands of dollars in buildings, steam plant, grain cleaning apparatus, scales, etc. In no other class of business located on railroad tracks is the shipper placed at such a disadvantage.

It would seem fitting that some compensation should be given by the railroads, who reap such a comparative advantage. The grain elevators were mostly constructed at a time when the principle of protection was given the owners—before the interstate law took effect—but since that time it has been interfered with, because the railroad officials have not analyzed the subject and agreed among themselves on some feasible plan of action. In the meantime the elevator owners have held the bag and suffered the consequences of discrimination and unfair competition. The jobber secures a lower rate on sugar, coffee and canned goods than the shipper in small lots, because of the reduced cost per ton of handling, and the risk being less. The same rule of reason should apply to grain shippers owning elevators. They solicit the freight for the roads, they load cars within a few minutes after being set to the elevators, while the scalper is allowed two days, and at times when cars are scarce and worth several dollars each per day to the roads. The elevators furnish the roads free storage at times when cars are scarce, they load cars promptly, and at the convenience of the roads. In holding grain in the elevators, awaiting rolling stock, they pay insurance and interest without compensation. It would seem there would be a plane of reason, a golden mean, where the country elevator operators and railroad officials could meet. It is worth several cents per 100 pounds to the railroads to secure the

actual consideration given; this being true, it is difficult to see why it should not be paid in some manner, fair to both.

When crops are good the scalper a buyer would be;  
When crops are poor devil a buyer is he.

The scalper is the jackal of the grain trade. He is a demoralizer. His pursuit under the circumstances is merciless. He cannot be relied on to protect the farmer with a market, nor the railroads with a buyer, a matter all important to both. The commercial life of a scalper is of short duration, but the difficulty is, when one goes another comes, so that their bad effects are unceasing.

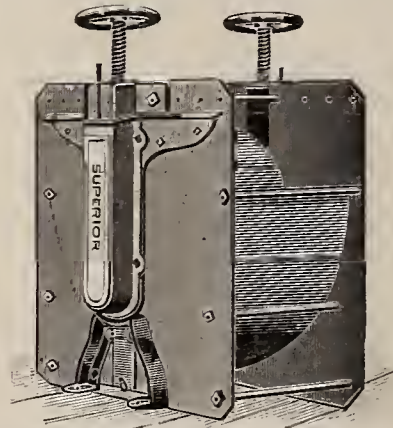
The elevator operator is the only legitimate grain dealer. The scalper is only in the market when there is a good crop, but the elevator must be run at all times, in season and out of season. It is a demand of the railroads that the elevators shall be run to protect their interests, whether crops are good, bad or indifferent, and when it is done at a loss they share no part of it. Considering interest, depreciation, taxes, insurance, repairs, cost of operation and miscellaneous expenses, it costs several thousand dollars a year to operate an elevator, which is equivalent to at least 2 cents per bushel on the average amount of grain handled. This expense is not incurred by the irregular buyer.

The disability is self-evident. It places a millstone around the regular buyer's neck, and the question is, How can it be removed? A just and moral obligation exists on the part of the railroads to apply a remedy. The remedy cannot be secured through legal recourse, therefore it must be done by appeal to the railway officials. Set forth the facts fully, and urge them to adopt a remedy. This can only be done in a friendly, consistent, but persistent spirit. A. B. Stickney, president of the Chicago & Great Northern Railway Co., testified lately before the Interstate Commerce Commission in Chicago that his company had bought grain and shipped it over his line. The inference was, that the rates must be shrunk sufficiently to make a profit in the grain transactions. If a railroad company can, without liability, conduct business in this manner, it certainly can extend some protection in grain rates to regular buyers operating facilities at country stations.

It is suggested that the proper course to pursue is for the grain organizations in the West to be asked by this organization to take the matter up in a spirited manner, and urge the railway officials to take action until they have accomplished their purpose.

### THE SUPERIOR WROUGHT IRON BOOT.

A new wrought iron boot has been placed on the market by Moore & Lorenz of Chicago. In its construction the manufacturers have sought to secure a perfect boot in every particular. Its essen-



tial features are strength and durability. The boot has heavy sheet-iron sides and cast-iron frames. A unique feature of the boot is its heavy extra supports or feet which hold the weight of the elevator legs. It is constructed with side tighteners, which have a shield to protect the bearings from dust, and an oil tube for oiling. Clean out doors are provided either on side or end as desired. The pulley is well balanced and all bearings are bab-bitted. It is made with either pulley or sprocket wheels. As its name indicates, the manufacturers claim for it a superior place among elevator machinery specialties.



## SECURING SHIPPERS' RIGHTS FROM COMMON CARRIERS.

[A paper read by Wm. H. Suffern of Decatur, Ill., at the meeting of grain dealers in Chicago, November 9.]

In considering the great question of how may shippers best obtain their rights from common carriers, the first thing to be determined is the nature and extent of such rights. As a matter of fact it would appear from a mere superficial glance at the proposition that no necessity exists for the adoption of any special means whereby the rights of shippers should be guaranteed them, but a deeper consideration leads us to believe that the question is not to be construed into an implied assertion that common carriers are unwilling to grant shippers such rights, but is asked rather for the purpose of determining what line of action should be followed in determining and adjusting the various cases that arise in the course of business between shippers and carriers.

The shipper feels it to be his full right to be reimbursed for any and all loss he may sustain after his property has been placed in the hands of the carrier, and duly receipted for, and under ordinary circumstances he has the unquestioned right to demand such reimbursement. When circumstances arise which by their very nature are such that the carrier can in no way control them, then the basis of adjustment should be determined by a fair and impartial consideration of the causes of the loss.

So much for the settlement of cases wherein the causes leading to loss or damage are beyond the control of the carrier, but there are many instances of loss and damage where the fixing of the responsibility for such loss or damage becomes a matter of controversy, as in the case of grain shipments, for instance, from an interior point in Illinois to an Atlantic seaboard point where the shipment is necessarily handled by three or four different railroad companies. The shipper having his clear receipt and bill of lading from the initial road is quite frequently made to bear the burden of loss to a shipment of this kind, simply because in the investigation of the claim for same the different railroads participating in the traffic are unable to place the responsibility for the loss upon any one of the interested roads, the records of each company handling the shipment showing no loss while in its possession. In cases of this kind unless the roads are willing to prorate the loss on a percentage basis the claim is returned to the shipper declined. Manifestly here is an injustice. As instances of the kind presented are by no means rare, some remedy should be adopted whereby the rights of the shipper in such cases will be preserved, and his interests not sacrificed simply because the various carriers are unable to agree as to which one of them should bear the loss.

I believe that the rights of shippers are more frequently invaded by reason of the obstacles placed in the way of providing them with proper facilities for the transaction of their business than in any other manner. It is not to be presumed, however, that these hindrances are placed by any feeling of antagonism on the part of the common carriers, but rather grow out of certain conditions and environments that cannot be avoided.

A shipper may feel aggrieved because he is not placed in a position to handle his business so as to realize the best results from it, and believe himself to be greatly wronged by the carrier, when if a broader view of the situation were presented to him, he would readily see that his wishes and interests could not be complied with without working injury to many other and more important localities. On this point I might add that it is difficult for a shipper to believe that anyone else's business is more important or deserves more consideration than his own, but we are governed by certain commercial laws which cannot be ignored nor set aside, and it is in this as in the case of the application of all law, a hardship to one of the parties is unavoidable.

However, it cannot be denied that common carriers frequently show themselves to be more or less indifferent to the interests of shippers, particularly at points where they are not subjected to competition, and it is to this phase of the rights of

shippers that I would particularly direct your attention.

No organization similar to the one we are about to form can do its members a greater individual or collective service than by constantly urging the recognition of the rights of dealers located where the conditions are such as to place them altogether at the option of the common carriers. In this respect I believe that quite frequently abuse of such rights exists simply because the matter has never been presented to the proper parties.

If the shipper is unable to get satisfaction, or has a grievance of any kind which the local representative of a common carrier is unable or unwilling to adjust, there is no reason whatever why he should not appeal the matter to the very highest official of the railroad company if necessary. There is no divinity hedging about a railroad official, no matter what his position. He is simply the representative of an organization formed for the purpose of profit, and if the profits or interests of such organization are being affected adversely by the action of any subordinate, there is no reason whatever why he should not, and he undoubtedly would take measures to rectify the matter. I believe that here lies a very great reason why shippers so frequently have unadjusted grievances of long standing.

The resort to obtain redress from common carriers through the courts is usually unsatisfactory and expensive, and in my estimation should not be adopted until all other means of securing it have proven fruitless. The bitterness and antagonism aroused between the parties to a controversy carried into the courts disrupt all amicable relations that may have existed before, and create in the minds of both a disposition to give each only what they are compelled to give, and thus the interests that should be entirely mutual are frequently lost sight of.

It seems that considerable of the contentions which arise between the shipper and the carrier is caused by questions which have not been settled in the courts of this country. One source of great loss to grain shippers is caused by unreasonable delays in transit—the market declining in the meantime. In the absence of a special contract the law implies an agreement on the part of a common carrier to transport merchandise within a reasonable time, and if it negligently omits to do so and the market value falls, the measure of damage is the difference in its value at the time and place it ought to have been delivered and at the time of actual delivery. This is supported by decisions in the Supreme Court of Alabama, Georgia, Maine, New York, Tennessee and Vermont. However, this is modified in part by an exception, that if there is a delay through an accident or misfortune and the carrier afterward deliver the goods as soon as possible, he is not responsible for the effect of the delay. It is held that the responsibility of a common carrier rests upon and is preserved by "public policy," and then the difficult questions come, what is this policy, what are its obligations and what extent does it admit of modification by the contract of the parties?

The difficulty of the question as to the obligation of the common carrier after notice and contract arises from the extreme uncertainty of the principle thus brought to its determination. Anything more indistinct, undefined and incapable of certainty or uniformity than the requirement of "public policy" can hardly be imagined. Of late years this principle is invoked with increasing frequency and sometimes, at least, seems to be made use of as authority for deciding in whatever way the court thinks would, on the whole, be just. It need not be said that such use of a principle must diminish greatly the certainty and uniformity of law.

The cases in which public policy conflicts with the contract of common carrier may be reduced to three classes. In one, the carrier exempts himself from liability for all injuries which can in no way be attributed to his own negligence or wrong doing. In another this exemption covers all liabilities whatever, including not only negligence but the willful default of the carrier or his servants. In the third, the contract exempts the carrier from liability for any damage not actually caused by his own negligence but leaves him liable for that.

It would seem that the law would now permit the

carrier to exempt itself by contract or by notice equivalent to contract from any liability or damage not caused by his negligence or default. It would be a matter of fact for the jury to decide as to the extent of the negligence, if any, on the part of the carrier which resulted in the loss to the shipper.

I think that where a railroad company accepts a shipment of grain which is in good condition when it is delivered to it and would, if delivered at destination within a reasonable time, be in good condition, if this shipment was delayed an unreasonable length of time, the carrier could be made to pay the loss caused by the grain getting out of condition on account of such delay. Where grain is unreasonably delayed and the market declines the carrier is held responsible. Shippers should file a formal protest with the different railroads over which they make shipments so that none of their rights are waived. Under the law it has been held that where a shipper accepts a receipt for goods shipped or bill lading for the same, the conditions named therein would constitute an express contract, provided the same was accepted by him without dissent; he would be bound by its provisions, in the absence of fraud or deceit, though he has not read them. This has been supported by Supreme Court decisions in Alabama, Illinois, Massachusetts, New York, Vermont, Wisconsin and Ohio. However, the shipper may show that although he took a receipt containing a notice limiting the responsibility of the carrier he never assented to the same as a contract and this is supported by Supreme Court decisions in Wisconsin, Michigan and Georgia. If you will examine one of the usual bills of lading furnished to you by your railroad agent, you will see the gross inequity of the conditions and the necessity of taking precaution to preserve your legal rights before they have been surrendered by you in accepting the receipt without protest.

I do not even hope in a paper like this, which must of necessity be brief, to do more than make a few suggestions, leaving their unfolding to more competent hands. I recognize the manifold complications surrounding the question and believe that a bureau for the adjustment and enforcement of claims would offer a solution and afford relief to both the shipper and common carrier. To the one, the merits of his claim would be thoroughly sifted and judgment passed upon it, to the other relief from thousands of unwise and often unjust claims, while meritorious ones would undoubtedly secure prompt payment, backed up as they would be by the power of a National Association. It, therefore, follows that a petition for relief backed up by the power of a national organization, acting through its executive board, each of whom is a man of knowledge, ability and thoroughly experienced in this line, would logically produce an immediate and satisfactory investigation and adjustment.

Upon investigation I find that the statutory laws of the different states, while they are operative on business originating in and destined to points within the state, are of no effect on interstate traffic and have in some instances been declared invalid in cases springing out of such shipments. I think that the Interstate Commerce Law should be amended so as to fully cover a number of disputed points now existing between shipper and carrier, such as the minimum and maximum weight of grain to be loaded into cars of a certain capacity, for which the shipper would be entitled to carload rates, also fixing the responsibility for loss or damage upon the initial road for interstate traffic, no matter on what part of the through line the loss occurred, reciprocal demurrage charge for delayed shipments, payments for shortages, making shippers' claims a first lien upon the road after the payment of wages, especially where roads go into hands of receivers, and several other important points, which would add greatly to the security and profit of the grain shipper and would not prove to be unreasonable nor a serious hardship to the carrier.

The railroads of England are controlled by the Carriers Act, which is similar to our Interstate Commerce Law, but it goes further and states specifically the rights of the shippers and the responsibility of the railroad company to them. By such a statute, many questions which are now in dispute



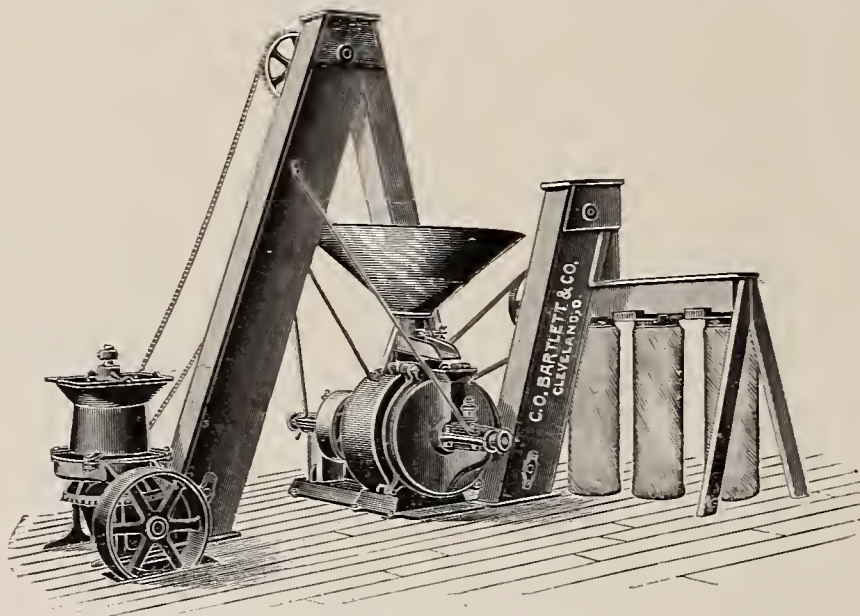
would be settled and the relations between the shipper and the carrier would prove more cordial, which certainly would not be objected to by any of us.

I will not attempt to make any suggestions as to what course we should pursue in forming our organization, nor shall I insist that the crude ideas presented in this paper shall form any part of the general or ultimate plans to be adopted by the Association for the mutual protection of its members, from whom, no doubt, "the securing of shippers' rights from common carriers" will receive due consideration by older and more experienced heads.

### A PORTABLE MILL OUTFIT.

The portable mill outfit shown in the accompanying illustration is claimed to be efficient not only in crushing, grinding and bagging all kinds of feed, but also a complete grist mill. It is said to grind Graham flour and fine meal for table use as well as it crushes corn. It is especially adapted for elevators. Anyone can set it up, and it does not require an expert to keep it in order, anyone being able to run it and attend to other work at the same time.

This outfit has a capacity for crushing, grinding, elevating and bagging 250 to 600 bushels of feed per day. In its operation ear corn is first crushed and elevated to the large hopper over the vertical



A PORTABLE MILL OUTFIT.

French burr grinding mill, and then ground and elevated to the bagger. The bagger is long enough to hold three bags. When the first bag is filled the material passes on to the next bag and then to the third. When a bag is taken off a slide closes the opening until another bag is put on. Barrels can be used instead of bags if desired, and if preferred a sheller can be used in place of a crusher. Sometimes a side hopper is made on the elevator large enough to hold a bag of oats. When this is done oats can be fed into and mixed with the crushed corn and elevated to the grinding mill, by the raising of a slide.

The whole outfit can be driven from one shaft, and it is said to be so well made that it will last a lifetime. It is manufactured in three sizes, with capacities of 15 to 40 to 30 to 75 bushels per hour. It is manufactured by C. O. Bartlett & Co. of Cleveland, Ohio, who will furnish any desired information.

The Grain Palace at Aberdeen, S. D., closed October 12, after a successful week's exhibition, and ended the season's business with a profit.

Some time ago Judge Wilson held under the statute of limitations that Irwin, Green & Co., who, as E. L. Harper's Chicago brokers, carried his wheat deal in 1887, had no cause of action against him to recover a balance of \$432,064.70 on an account growing out of that transaction. Irwin, Green & Co. have appealed the case to the Circuit Court, stating that Harper covered himself as principal in that deal, and operated through the late Ben Hopkins and J. W. Hoyt. They plead that they could not sue Harper in time, because he was unknown to them in the deal.

### WHO SHALL BE ENTITLED TO MEMBERSHIP IN THE NATIONAL ASSOCIATION?

[A paper by W. H. Chambers, Hepburn, Iowa, presented to the grain dealers at Chicago.]

In considering the question of requirements of membership in the Grain Dealers' National Association it occurred to me, as it probably did to others, that in it was embodied the very basis of all of the success that the Association may enjoy. Failing in the proper selection of our members, we will fail before we have started. If in securing our members we make a wrong selection in some, then all the good members who may associate themselves with this movement will be compelled to assume the level of the lowest; this being true in all business associations and conditions. So, in order to insure the respect that we must receive from the business world if we would be successful, I cannot too strongly urge that all of the actions we take be so thoroughly considered that the question of the class, conditions and qualifications of the members making up this Association will be fixed for the best interests of the Association.

What should be the qualifications of a member? I find that it is a very hard question to answer, and one on which I think—in fact, I am sure—there are a good many who will disagree with me. But in

of it when there is a good chance to make a few dollars in some other line, and using every effort to make trouble for those who are regularly engaged in the business. These three classes must be divided into two others—those who carry on an honorable business with all concerned, and those who do not.

So it comes to this; that we shall throw open the doors to any and all who can show that they are engaged in shipping a car of grain in any manner whatever, or that we shall draw a line and make some distinctions as to class and kind. As a basis for the suggestions that I shall make as to the proper classes to be admitted to membership I have divided them by defining the requirements of those who should be admitted to membership as follows: First, that a member of this Association should be accepted for his business integrity. Second, that he shall have been, is to-day and will be to-morrow a legitimate grain dealer. Third, that he shall have a reasonable investment in the business of handling grain and facilities for carrying it on. Fourth, that where a dealer or firm may show that he or they have conducted a grain business continuously, but for well founded reasons have no investment, by a recommendation from two other parties or firms operating elevators or grain warehouses in the same town (or if two are not located in the same town, then in near-by towns), the lack of investment shall not act as a bar to admittance to membership. Fifth, that, if receiving houses are admitted to membership, only regular grain receivers or track buyers who sell for and send bids to regular grain dealers only, as defined above, shall be eligible to membership.

In taking up the first heading, the requirement of business integrity, I will say that this qualification comes more properly under another subject, that of duties of members. But there is a part of it that bears on the subject in hand. If in the first place we make a selection of members after this requirement, then we will not be subjected to the restraint and trouble of parties who might bring the Association into disrepute by improper transactions. This applies very strongly to what I said, that if we do not make our selections on this line, those who through years of careful business have made a reputation for justness, promptness and reliability will be compelled to take the same level as those who have followed the other course, should they become identified with us.

In gaining this kind of membership, and representing the best element of the trade, we will have attained this object in the beginning: That whenever we appear before any of the large business bodies with whom we are doing or may do business, and ask for certain concessions or rights which we all hope to gain, and for which we are organizing, we will be sure of a fair and prompt hearing. In mentioning this matter I hope that all will look at it in the abstract manner in which I have attempted to speak of it, and you will agree with me that it is one of the strong points to be taken into consideration in making rules for the requirements to be exacted of those applying for membership.

In taking up the second heading, that a member of this Association shall have been, is to-day and will be to-morrow a legitimate dealer, I will not refer to those of the fourth classification, who for good reasons have no houses, although the same principles will apply in a great measure to some of that class. The definition of "regular dealer" is one about which all of our smaller associations have had a good deal of discussion. Some of them claim that a party is not a regular dealer unless he is the owner of property. Others have taken the stand that a man can be a regular and legitimate dealer and not own property by maintaining a market at all times, and doing a square business. This is true, in a sense, and will apply more under the fourth heading than here. But the fact is, where there is no investment it leaves the matter open as to how long the dealer will stay in the business, while in the case of the owner of property it is only limited by the time that it will take him to realize on his holdings. Where a man or firm is the owner of property for the handling of grain, maintains a market at all times of the year, and

taking the position that I do, it is well that my views be presented to you for consideration, so that you may have the opportunity of discussing them.

If there was only one class of grain men the reason for presenting this paper would not be apparent. The only thing to do would be to take everybody in. But as this is not the case, there arises the problem as to what distinctions we should make. Some take the position that there is only one class, that any man who buys a carload of grain, loads it and ships it, is or was a grain man. I take a different view of it. Others will say that those who have an investment of \$5,000 to \$10,000 are the only grain men there are. Again I take a different view, not denying that these men are legitimate dealers, but holding that there is another class still which is entitled to recognition. It becomes evident from these different opinions that there are several classes of grain men in the business. The question with us is, what class do we wish to take membership with us in this Association?

I would class those who are engaged in the business as follows: First, those who have an investment for the proper handling of the business at their stations, and maintain a market at all times. Second, those who through lack of business are not justified in making an investment for the handling of grain; or who have had an investment, and through misfortune by fire or otherwise are not able, or the prospect does not seem to justify a reinvestment, but have continued to and are maintaining a market, by buying and loading into cars. Third, those who have no investment, never had, and never expect to have; who are in the business when there are a few cars to handle, out



gives the assurance that he will continue, if possible, he must be classed as a legitimate grain dealer, and eligible to membership in this Association.

And now comes the question as to what we are going to do with the others who are engaged in the business in one way or another, and whom I have placed in the third class. In a great many cases they have maintained a kind of a market for the past year, and under the rule which was laid down at the call of this meeting would be classed as legitimate dealers. But a great many will object to their being recognized as dealers in the sense that we wish. This, of course, will have to be left for you to determine. I will speak of some of the conditions that will have to be taken into consideration.

If the party who has an investment in the business, all other things are as they should be, and he is apparently a legitimate dealer, then this other class must necessarily be antagonistic to the legitimate dealers who in this business comprise a very large majority of those connected with the trade. We must consider the matter well before we extend to any one of this class the credit and recommendation which membership in this Association will give. I will cite the conditions which exist in the majority of instances, and which to me should act as a bar to such grain men being admitted.

What evidence have we that they will continue to maintain a market? They have nothing to keep them in the business, as a great many of them rent even their scales. If the crop is light they can go and hunt up another location, or quit the business until such time as there is enough to do. They give no evidence of responsibility in the way of investments. They may have been in the business a year; will they be there a year from to-day? What assurance have we that they will? They have no hazard at stake in the way of expenses in operating their business, so they are not obliged to secure a fair margin. It is for these reasons that I was led to lay down the rule that a member should have a reasonable amount of capital invested in facilities for carrying on the grain business.

It would be wrong to classify the grain man who has an investment with him who has not, and allow the benefits gained to go to the class which has nothing at stake.

My definition of a legitimate dealer would be as follows: Anyone engaged in the business of grain buying and selling who invests a reasonable amount in the way of facilities for the proper carrying on of the business, maintains a market at all times, conducts the buying on a fair and equitable basis both to himself and all concerned, is strictly a legitimate dealer.

This definition will conform to both of the rules that I have mentioned, and more especially the second, inasmuch as from the conditions of things, they were in the business yesterday, are still in it to-day, and will be to-morrow, for the reason that they have an investment to keep them there. So in the selection of members I believe that for the good of all it would be best to confine our membership, wherever possible, and where there are not good reasons for doing otherwise, to regular dealers as defined above. They more clearly come under the head of legitimate dealers than any others.

Some might wish me to give some of my reasons for opposing the admission of the other class as I do. I may be somewhat prejudiced in this matter. I am an owner of a steam plant, and in a good many instances have handled a year's business in competition with parties who were transient buyers; and I know from experience that I was not on the same footing as they were, and that it would be unjust for them to be placed on the same footing with me. The manner in which they did business had no element of fairness in it to themselves, to me, or to the farmer. This condition of things may not exist in other localities as they did in our section; if not then my objections will only have a bearing in places where the circumstances are the same as with us. To make my objections clear I will recite some of the methods of the average buyer in our locality who has no investment.

If you ask him what business he is in he will tell you that he is engaged in the grain business. But

if you would ask the elevator men, you would be told that he was a "scalper," and belonged to an organization known as the scoop-shovel brigade. I believe that they are honest in supposing that they are full-fledged grain men in every sense of the word, and are entitled to all the benefits, in fact, claiming a great many more than the average man who has from \$2,000 to \$10,000 invested in elevators and warehouses ever dreams of as being possible for him to enjoy. As a proof that some of these men believe that, I noticed in the list of names of those who answered the call for this meeting one or two who classed themselves as regular grain men, when the fact was that they never attempted to do anything in the business till last fall, and then engaged in the business by joining the scoop-shovel brigade.

With us this class of grain men is engaged in the business with about the following reasonable investment (this sense of the word reasonable is not meant to apply to my requirement for a member as spoken of before), in facilities for the handling of their business: Two to four common scoop shovels at about \$1.25 each, an apron for the car, costing about \$1, and rental of a pair of scales at probably 50 cents per car, making the total amount invested in the business \$5 or \$6.

This is not the largest part of the objections to such buyers. If they would conduct their business on business principles thereafter it would not be such an injury to what I call the legitimate dealers. But they will work on something like these lines: A farmer comes to town and wishes to sell some grain. We will suppose, for illustration, that 20 cents is the price that can be secured f. o. b. track at the station in question. The farmer applies to the scalper first every time. Why? He says he wants to keep up competition, and goes to him to encourage him. The scalper will ask the farmer how much he has to sell. Five hundred bushels, is his answer. He is offered under these conditions 19 cents at least, and will have to scoop into the car. If the competition is very strong he will receive an offer of 19½ cents. Then the farmer goes to the elevator man for his offer, and tells him what he can get down at so-and-so's, and if the elevator man buys the grain he is compelled to raise the price and dump it besides. This is the manner in which a carload lot will be handled. In a little while comes along another farmer. He lies him straight to the man-with-the-scoop and asks the price of corn. "How much have you?" Notice the question. He always asks that first. "Oh, I have a couple hundred bushels I want to haul off next week." Well the farmer is told that they are not buying in anything less than carload lots, and that if he was the grain would have to be delivered in one day, as they could not keep the cars any longer. "But if you had a full carload we could pay you about 19½ or 20 cents to-day. The market is very strong now, and we think that it will be up some in the next day or two." The farmer now goes to the elevator man to get his price, and is quoted probably about 19 cents. You will notice the elevator man does not ask how much grain he has, nor does he object to his taking a week to deliver it, as that makes no difference. Well you can imagine the farmer's answer to this offer. If you have not had the experience, I wish you could have heard some of the expressions of farmers' feelings at this offer that I heard last winter in my little town.

To lay aside the illustration, it amounts to this: The class of people that I refer to have a disposition a good deal like the dog in the manger. If they cannot handle the grain they will try to arrange it so that the elevator man cannot handle it at all. If at the end of the day they have done no business they are not out anything, not even fuel for an office fire, while insurance and wear and tear have gone on with the elevator man. Do you think it wise that this man should be admitted to all the benefits of an association such as this will probably be; on an equality with the elevator man, who has probably an investment of \$2,000 to \$10,000? The elevator man is able to secure the grain only of those who are compelled to sell to him because they have not a full car lot to offer.

There is another consideration. We, as an asso-

ciation, will probably appeal to the railroads for the benefit of a clean bill of lading, and it will be reasonable for us to ask (that is, if the Association is composed of grain dealers having an investment) for a rental for the warehouses used by us for the storing and loading of grain for the benefit of the railroads. If we do this, would it be right to place those who have made investments in the business, and have been subjected to all the ills of the outside buyer, on a level with him? Should he be permitted at this time to step in and receive all the benefits that we have struggled for, and without any risk to himself if we lose? Is this right? Should it not act as a bar to the admission of that class?

Another way to look at this matter from the position that I take is this: If this Association accepts as members those who have no investments, we will set at odds this Association and the smaller ones throughout the country, as we would give a standing to the shovel man that he does not now enjoy. For instance, take a man who has been refused admittance to one of the smaller organizations on the ground that he is a scalper, and suppose he has scalped along for a year. This fulfills the specification that he has been engaged in the business for at least one year, and if that were the only requirement he would be admitted to membership in the National Association. His name appears as being a member of the Grain Dealers' National Association; he applies to a receiving house for business connections, and owing to the fact that he is recognized by the Association he will be able to do business, when at the same time the smaller organization, for good reasons, is trying to bar him out. It is true that in the minor associations there are members who are not owners of property, but they have been admitted for several reasons; at some stations, by agreement with the elevator people, so that they will conform to an agreement on the business of the station, this being the best solution of the difficulties existing there; and at other places where dealers, regular at that, have lost their buildings by fire, and who would, if protected, rebuild. These have been admitted for reasons. On account of the territory being limited more latitude is allowable than with this larger Association. Even under these conditions it has been found to work an injustice in most cases to the owner of property.

There may be some here who come in the class against which I have raised these objections. If so I say that if they have found that the grain business is a good one, then it is worth an investment, and unless they make such expenditure as will place them on an equal footing with all, then they should not expect the benefits nor expect to be on the same footing as those who are devoting their time and money to the work.

If you should decide that there are parties engaged in the business, who for good reasons have not made an investment in the business, and have and are maintaining a regular business, not coming under the head of scalpers, and that they are entitled to be recognized by this Association, then I think it would be advisable to admit them. But they should be made to conform to the requirements of the fourth heading, and submit an application recommended by two or more dealers owning elevators or warehouses in the same town, or if there are not two in the town, by two in near-by towns. This method will prevent the admittance of scalpers.

I have gone over this subject rather fully, and have attempted to show wherein any other membership would act as an injustice to a large majority of the grain dealers. If I have erred it will only be just to correct me.

In regard to the fifth heading, if we agree to accept receiving houses as members of this Association, it would only be just and right that we should select only those who would conform to the requirements. As to the advisability of admitting this class of the grain trade, I am not in a position to suggest what course would be the best. There will, no doubt, be plenty of receivers who will be anxious and glad to become members of this Association, as by so doing they will be in a position to reach the trade. Now, for good reasons, they cannot. This



would be a class that we would not want to accept. On the other hand, the class that we would want to have identify themselves with us would be those of undoubted standing, and these would not care much whether they took membership with us or not. They would not have the motive for increasing their trade in that way, as they already have an established trade.

The interest of the receiver and the shipper are not identical. In fact, they are at two extremes. What would benefit the shipper would be of little interest to the receiver, and that which would be of benefit to the receiver would be of no interest to the shipper. Still there is a general interest between the two in this way, that if the trade is benefited in general it is a benefit to both. So I would suggest that in case it is decided to admit them as members we admit only those who will be a benefit to us in our dealings with the receiving element, to honorary membership, on the payment of the regular membership fee.

In looking over the conditions which exist in the grain trade to-day, and which have prompted you to band yourselves together for your mutual protection and benefit, there will appear a great many things which have been experienced by each of us individually that will guide our selection of the men whom we think are entitled to membership, and of the consequent benefits which we hope to derive by this movement.

The suggestions that I have made are the most important that have occurred to me. In my estimation they will act more as a basis for the future success of the organization than any others. If we succeed in establishing an Association with a membership representing all of the best element of the whole grain trade, it seems to me that we will have no trouble in making a success of the movement and securing the correction of the present ills of the dealer in a manner that will be satisfactory to all concerned. At least this is what I hope for this movement. I shall give it my hearty support whenever the opportunity offers.

### SWITCHING CHARGES.

In an address recently before the Commercial Club at Kansas City, President Stickney of the Chicago and Great Western Railway said: But there are certain charges which enter into the expense of transporting grain into or through terminal stations like Chicago, consisting of payments for transferring to elevators or to other railways, which are worthy of consideration. Under the present custom such payments are per carload, regardless of the quantity contained in the car, and run from \$1.50 to \$7.50 per car. Hence if a car with a capacity to carry 60,000 pounds is brought into Chicago with only 30,000 pounds of load, these charges run from one-half cent to two and one-half cents per hundredweight, while if it is loaded to the maximum capacity the charges would be only one-half these amounts per hundredweight. These may seem like small items, but one cent per hundredweight amounts to such a profit in the grain business that the dealer who has this advantage over all his competitors will soon monopolize the business and become rich, and with two and one-half cents advantage his wealth would soon rival the Vanderbilts.

While railway managers may speak of them as of small importance, yet if one of their competitors should openly cut the rate on grain one-half cent per hundredweight a meeting of the association would be immediately in order, and if the competitor still persisted in cutting the rate one-half cent they would consider it of sufficient importance to apply the heroic treatment of hauling their own grain for nothing, as in the present instance, for an indefinite period, thus emulating the delightful custom of the Japanese, who, in order to punish an enemy, cuts off his own head in front of his enemy's house.

Northern Pacific cars at St. Paul, Minn., have been robbed of grain for some months, and recently the police arrested nine boys and a man whom they caught in the act of breaking into cars.

### RECIPROCAL DEMURRAGE CHARGES.

[A paper by Chas. S. Maguire, of Columbus, O., read at the Chicago meeting of grain dealers.]

No greater disturbance of trade relations exists than that which is the outgrowth of irregularity in loading, moving and unloading of cars carrying grain. Whole volumes of eloquent invectives have been heaped upon the wicked shipper who uses "cars for warehouses," by railway officials.

To protect the roads against such iniquitous practices, a great variety of demurrage tariffs have been promulgated, but as a rule they failed to accomplish their objects, because they were so unwarrantably severe. Their provisions were seldom enforced, until the new system of combined Car Service Bureaus was introduced. The existing system of car service originated with the carriers, has been developed by them to their very great advantage. Incidentally it has benefited the commercial interest and has been generally approved and supported by the trade.

Without doubt, car service rules as now enforced have accomplished much in the way of relieving the stringency of car supplies during busy seasons, and this at a very moderate cost to the shipping community. The trade at large is either forgetful or unmindful of the fact that the reforms thus far accomplished are only partial reforms, and that they have been reached solely at the expense of the shipping community. That they are partial reforms is discernible from the fact that the penal measures enforced in their support are against receivers and shippers only, and apply exclusively to negligence or delay by shippers or receivers in loading or unloading cars where it is their duty to perform that service.

A moment's reflection suffices to make clear that the duty of the carrier to promptly furnish cars and to move, switch and deliver the same, is in no case considered or provided for under the general code of car service rules. It is an open secret that the first suggestion of car service regulations in this country followed an extended tour in Europe by one of the most prominent railway officials in America. His habit of close observation and rare ability to turn his observations to account in promoting the interests he represented caused him to investigate the German system of enforcing dispatch in transportation by a carefully prepared and exhaustive code, which provided specific penalty for every dilatory act, whether of shipper, receiver or carrier.

This system can be readily enforced where government operates all the roads, and the principle which underlies it was found to be applicable to the business in this country as far as protection to the carriers is concerned. Its reciprocal principle, the protection of the public against dilatory service upon part of the carrier, was not found so readily applicable, and as the public was not represented in the councils of the carrier the omission of that feature is the more readily accounted for.

It is to be regretted that the wisdom and acumen which are employed in promoting and developing our magnificent system of rail transportation have not discerned that its interest and duties lie in the direction of just and equitable recognition and protection of the rights of the shipper. It is to be regretted that every step of reform, protective of the public rights, must look for its support to legislative or judicial bodies.

It is to the greater degree unfortunate in that legislatures and the judiciary participate largely in the popular deference to the interests of corporations, and every step of reform resisted by corporations is discouragingly slow. As an illustration I may be permitted to recite an incident in the experience of a commercial society which takes cognizance of existing progressive and practical reforms, and seeks to expand the beneficial influence of such reforms by making them as nearly as possible perfect in theory as well as practice.

Viewing the car service question from the broadest point of view, recognizing all the good which had followed its partial development, it was sought to

supplement and render it symmetrical by having penalties applied to

1. Failure on the part of carriers to furnish promptly when promised.
2. Failure to move promptly.
3. Failure to switch promptly.

From defects in each of these branches of the service the public suffers great loss and inconvenience, for which redress lies only in the line of appeal to the courts. As the sums involved in each transaction are small, litigation is unprofitable. Hence it was sought by conference and argument to accomplish the result through existing agencies of the carriers, but repeated conferences having failed to secure results, a bill was introduced in the legislature of Ohio, which met with much favor, and was well supported in committee, but owing to the early adjournment its passage was temporarily delayed. That the merits of this bill may receive consideration, I give its text as follows:

#### A BILL TO PROMOTE DILIGENCE IN LOADING, UNLOADING AND SWITCHING FREIGHT CARS AT RAILWAY STATIONS, IN THE STATE OF OHIO.

Section I.—Be it enacted by the General Assembly of the State of Ohio, That whenever any railroad has established at any point in the state of Ohio a station, or stations, with sidetracks and other suitable facilities for receiving and delivering freight in carloads, it shall be the duty of said railroad to extend to all shippers and receivers of freight at such stations equal, prompt and reasonable service in the use of said facilities; and it shall be likewise the duty of all shippers and receivers of freight at such stations to exercise diligence and care in promptly loading and unloading freight in carloads.

Sec. II.—Whenever any car or cars containing freight in full carload quantities (which under the conditions of shipment must be unloaded by the consignee) shall arrive at its destination, at any railroad station in Ohio, it shall be the duty of the railroad to notify the consignee by written or printed notice of such arrival, and it shall be the duty of such railroad to place, with reasonable diligence, said car or cars at its customary point of delivery for such car or cars so consigned.

If, after such notice, and the placing for delivery of any car loaded and consigned as above, the consignee shall fail within a period of forty-eight hours, computed from noon of the day when such delivery has been made, to unload, release or give instructions for forwarding to another destination such car or cars, then such consignee shall pay such railroad a reasonable compensation for the use and detention of such car or cars, such compensation shall not exceed one (\$1) dollar per car, for each twenty-four hours or fraction thereof, in excess of forty-eight hours computed as above, during which such car has been at the point of delivery and accessible to the consignee:

Provided, however, if, after arrival at destination of any freight in full carloads as above described, the railroad shall fail or neglect to notify the consignee, or shall fail or neglect to place cars as above described at their customary point of delivery, easily accessible to the consignee, for a period of more than forty-eight hours, counted from noon of the day of arrival, then said railroad shall pay to such consignee as compensation for said neglect not less than one (\$1) dollar per car for each twenty-four hours' delay, computed as above, such payment to be in addition to the amount of any actual damage or direct loss of property or profits which may result from such detention of cars or property.

Sec. III.—Whenever any shipper of freight in carload quantity shall notify the proper agent of any railroad having stations and facilities as above described, in the state of Ohio, of such shipper's desire to load for shipment over said railroad property in full carload quantity from one consignee to one consignor, then it shall be the duty of such railroad to place at its customary point of loading, convenient of access to such shipper, the car or cars so ordered within a period of forty-eight hours, computed from noon of the day when such order or notification has been given to the proper agent, and if any railroad having stations and facilities as hereinbefore described shall fail or neglect promptly to place such cars as in this section described, then said railroad shall pay to such shipper for every twenty-four hours or fraction thereof, in excess of the forty-eight hours herein provided, as compensation for said delay, not less than one (\$1) dollar per car, in addition to the amount of any actual damage to property or loss of profits which may be the result of such delay:

Provided, however, that if any shipper who may order such car or cars as above described shall fail or neglect to load the same and have them so far as may be his customary duty ready to be forwarded, within a period of forty-eight hours, computed from noon of the day of placing, then said shipper shall pay to said railroad, in addition to customary and proper transportation charges, and as compensation for the use of and detention of such cars, a sum not exceeding one (\$1) dollar per car for each period of twenty-four hours or fraction thereof in excess of forty-eight hours after such cars have been placed, as herein above described.

Sec. IV.—Whenever the consignee shall have received notice of arrival as provided in Section 2 of this act, at a point where switching service is maintained, and where it is customary for the carriers by switching service to interchange freight between each other, or to transfer freight for shippers from one point of delivery to another point of delivery on the same line or upon a different line of railroad, within prescribed limits and upon prescribed conditions, if such consignee shall by written order instruct that such car or cars



be forwarded or switched from such point of delivery to another point of delivery within prescribed switching limits, then it shall be the duty of the railroad promptly to perform such switching service, and in case of failure of such railroad to place such cars or cars at such new point of delivery within forty-eight hours, then such railroad shall pay to the consignee compensation for such delay a sum of not less than one (\$1) dollar in addition to the amount of any damage to property or loss of profits caused by such delay, for each twenty-four hours or fraction thereof, in excess of forty-eight hours, consumed in switching, time to be computed from noon of the day of instruction:

Provided, however, that upon delivery of such property at such new destination, and upon its being placed at a point readily accessible, it shall be the duty of the owner or shipper promptly to release the same as provided in Section 2 of this act, or to pay compensation to the carrier for any delay, as provided in Section 2 of this act.

Sec. V.—Be it further enacted, That all sums of money herein provided for as payable for compensation for delay in placing or loading, unloading or switching of cars, or as damage to property, or for loss of profits, shall be due and payable when demanded, and if any railroad or shipper or receiver of freight shall refuse or neglect to pay any such sums as may be lawfully payable under this act, then the claimant may proceed to recover the same by due process of law, and if such claims are found by any court to be just and payable under this act, then claimant shall also be entitled to recover in addition to his necessary and proper costs a reasonable sum as attorney's fee.

I take the liberty of suggesting that the principles, if not the language, of this instrument are equally applicable in all the states, and are worthy of careful consideration.

### NEBRASKA GRAIN DEALERS ORGANIZE.

The regular grain dealers of Nebraska held two meetings last month and organized the Nebraska Grain Dealers' Association, with the following officers: President, N. A. Duff, Nebraska City; vice-president, Fred L. Harris, Omaha; treasurer, James Sewell, Hastings; secretary, J. E. Utt, Omaha. Governing Committee, N. A. Duff, W. H. Ferguson, H. E. Clark, W. E. Kinsella, S. T. James, R. D. Lamson, Fred L. Harris and J. E. Utt.

We are informed that the Governing Committee has power to hear grievances and settle differences which may arise between members where a complaint is made of uncommercial conduct. The Association also adopted a constitution and by-laws. Before adjourning the Association voted to meet monthly for the next few months, at least, until the organization is thoroughly in running order.

The object of the meeting was stated to be the more thorough organization of grain dealers in all points in Nebraska east of Hastings and south of the Platte River. One question which it is understood will have due attention is the fixing of a schedule price to prevent overbidding among members, or what amounts to the same thing, the demoralization of prices in contiguous districts.

Speaking of the prospective work of the Association, Mr. Harris said to a reporter that one of the chief objects will be to protect its membership from the injury which results from illegitimate competition. Dealers have found the protection of some organization necessary, as it has been their lot frequently in the past to make shipments of grain, and then be short-weighted by the same men who had made too high bids on the grain, and who thus sought to recoup themselves by a dishonest practice. Individually, he says, it had not been possible or profitable for a grain dealer to prosecute in those cases where it should be done.

The second meeting was held at Lincoln, October 21. The attendance was good, showing that the dealers of the state are determined to organize and advance the interests of the trade.

Among other things discussed was a resolution relating to securing reduced rates from the railways, and it was decided that an effort should be made in that direction.

The Postmaster General has issued a "fraud order" against the firm of Price & McCormick, doing business at Nos. 44 and 46 Broadway, and renting P. O. Box 2387. The order has been issued on reports alleging that Price & McCormick have obtained money through the mail by false and fraudulent pretenses. All letters addressed to Price & McCormick are to be returned to the senders with the word "fraudulent" stamped on them.

### FAVOR ORGANIZATION OF A NATIONAL ASSOCIATION.

Since our last number was issued we have received additional declarations signed by the following regular grain dealers:

Rohrbaugh Bros.  
Rumsey, Lightner & Co., Chicago.  
Cole Bros., Toulou, Ill.  
J. A. Brown, Chicago, Ill.  
J. G. Smyth, Chicago, Ill.  
F. M. Cutler, Carthage, Ill.  
Busby Bros., Lebanon, Ind.  
Hartley Bros., Goodland, Ind.  
C. P. Marcum, Rossville, Ind.  
C. W. Mouch, Mooreland, Ind.  
C. V. Hodgkin, Russellville, Ind.  
W. D. Foresman, Foresman, Ind.  
Esson & Cunningham, Brook, Ind.  
P. W. Swift, of G. L. McLane & Co., Union Mills, Ind.  
B. D. Williams, Highland, Kan.  
F. B. Dycus & Co., Dycusburg, Ky.  
Hall Meacham Co., Plainview, Minn.  
W. F. & George Law, Stanton, Minn.  
N. K. Simmons & Co., Red Wing, Minn.  
H. F. Korrer (Smith-Korrer Co.), Mora, Minn.  
A. G. Cessford, Lamar, Mo.  
Gilliland & Chase, Farber, Mo.  
M. McSwiney, Dawson, Neb.  
G. C. Doehling, Bruno, Neb.  
Smith & Conkling, Minden, Neb.  
Clutter & Long, Lima, Ohio.  
Wm. E. George, Gettysburg, Ohio.  
The Abner L. Backus & Sons Co., Toledo, Ohio.

According to a resolution adopted at the Chicago meeting all those who were present at the meeting or signed the declaration in favor of organizing a Grain Dealers' National Association will be charter members if they pay the membership fee by December 10.

### RAILROAD ELEVATORS FOR HANDLING BULK GRAIN.

It is currently reported, but with what degree of authenticity is not known, that the Great Northern Railroad proposes to build elevators at its eastern terminals for the purpose of handling bulk grain on the same basis as other commodities; that is to say, without charge for handling and storage for a reasonable time. If the report is true, it marks the commencement of a practice which sooner or later is bound to be universal. It is a manifest duty of a public carrier to furnish transportation facilities (which include handling at stations) on equal terms to all who may desire to use them; but it is equally manifest that as at present conducted a material difference exists between grain and other commodities. Broadly speaking it is practically impossible for a producer to ship his own grain. He is obliged to dispose of it to whoever may be handling the elevators located upon the railroad right of way, and who are commonly protected against undue competition by their contracts with the railroad. It is probably true that were the conditions reversed and the elevators at shipping points free to any who desired to use them, the bulk of the business would for some years, at least, be handled very much as it is at present; but that does not alter the obligations that exist. Whatever facilities are necessary for the conduct of the business should be provided, and sooner or later it will be found that grain handling is included in this category.—Railway Review.

### GRAIN DIVERTED FROM NEW YORK.

Current newspaper accounts are to the effect that there is not the same demand for steamers and sailing vessels to carry grain from New York that there is from Southern ports, especially Newport News, because the differential rates of the Joint Traffic Association from the West to Newport News, Baltimore and other Southern points are cheaper than to New York. While every available steamship and sailing vessel is being pressed into service from Baltimore, and ship brokers say that the supply of vessels is still unequal to the demand from that port, the chartering of tramps from New York, brokers say, hasn't yet amounted to anything.

Ships of the regular lines are still carrying the grain from this, the greatest commercial port of the United States.—Bradstreet's.

### DOTS AND DASHES

Be prompt in joining the Grain Dealers' National Association.

The October receipts of grain at Chicago, 51,313 cars, were the largest ever reported.

A correspondent of Boissevain, Mau., reports that in his vicinity the quality of this year's wheat is No. 1 Hard.

On October 16 a force of Minnesota weighers and inspectors went on duty at Superior and the Wisconsin officials retired.

Iowa grain is being received at Superior, Wis., this season, for the first time. It is taken to that point by the Omaha road, and if continued will mean largely increased receipts for Superior.

Frank Hanson, Charles Brown and Fred Johnson were each fined \$25 and costs recently for stealing grain from Chicago, Milwaukee & St. Paul cars at Chicago. Officers of the road testified that the boys had been stealing grain from the cars for some time.

One of the two large elevators which burned at Chicago recently was 20 years old, and the rats and the mice had made it a nesting place for a good while. When the building got pretty hot the rodents came out in such an army that the spectators beat a precipitate retreat.

Philadelphia grain shippers say it is with difficulty that the elevators are handling the large quantity of wheat that is daily brought to them, and that there are not enough ships in port to carry it abroad. Recently train loads of grain were standing on sidings awaiting transportation, while Western merchants are unable to get cars enough to ship the wheat.

Secretary of Agriculture Morton estimates the gain to the farmers of the country by the rise in wheat, up to October 21, at \$28,688,000 over and above what they would have received at the prices ruling on September 1. He adds that after a careful canvass of the situation it is found that not less than 45 per cent. of this year's crop is still in the farmers' hands.

Grain insurance has been materially affected by the increased price of wheat. There is quite a demand for extra insurance on wheat in elevators, mills and granaries. Demands for increased grain insurance are coming from Duluth, St. Paul and Minneapolis, while mills are purchasing much more for storage or to supply the flour demand, and hence take additional lines.

James H. Gambrill, a wealthy miller and grain dealer of Frederick, Md., made a proposition before election to buy 500,000 bushels of wheat for \$1.20 a bushel in the event of Bryan being elected and a free coinage bill being passed. He offered to give good bank security to anyone who would take him up. On these conditions he purchased last summer's crop from a Republican customer.

Popcorn fully popped on the cob and in the husk while growing on the stalk, by the heat of the sun, is a freak of nature which was among the queer things wrought during the intense hot spell last August. There is a specimen ear of this sort on exhibition at the store of David Proskey, a coin dealer. It was grown in his garden at Paterson, N. J.—New York Times.

Not within the memory of the oldest traders now active have puts and calls sold as widely apart as they did yesterday afternoon. At one time the prices of these privileges were 12½ cents apart. Even during the most excited days of war times such a spread is not recalled. The range on puts for December wheat was 69@70¼ cents, while calls sold from 79 cents to 82 cents. The curb was replete with suppressed excitement. The trade in privileges was not large in volume, but fluctuations were violent and prices quite widely apart in different quarters of the crowd.—Chicago Tribune, November 3.





S. A. Mitler, brewer of Peoria, Ill., died recently. Gottfried Binder will erect a brewery at Philadelphia, Pa.

Le Roi Brewing Co. has a new brewery at Roseland, B. C.

Oskar Johnson has erected a new brewery at Bridgeport, Conn.

Huber & Redle have succeeded H. Huber, brewer of Louisville, Ky.

Casper Heil, brewer of Burlington, Iowa, intends to erect a brew house.

A brewery may be erected at Santa Rosa, Cal., by San Francisco parties.

J. Leahy has bought John Lawsou's Bavaria brewery at Victoria, B. C.

Additions will be built to the Hausman Brewing Co.'s plant at Madison, Wis.

Kokes & Phneisel have succeeded Thomas Kokes, brewer of New Prague, Minn.

Philip Lanx and Frank Haas are about to erect a brewery at Lewiston, Mont.

The British-American Brewing Co. will erect a brewery at Windsor, Ont., to cost \$6,000.

The Geo. J. Stadler Brewing Co. has been incorporated at Chicago with a capital of \$50,000.

The Galveston Brewing Co.'s new brewing plant at Galveston, Texas, has been put in operation.

The Consumers' Brewing Co. has been incorporated at Utica, N. Y., with a capital stock of \$50,000.

Philip Klein & Son, brewers of Philadelphia, Pa., will erect an addition to their plant to cost \$50,000.

The Lehigh Valley Brewing Co., which was recently organized, will erect a brewery at Allentown, Pa.

The Ph. Zang Brewing Co. is about to erect an addition to its brewery at Denver, Colo., to cost \$50,000.

The Karsch Brewing Co. has been incorporated at College Point, N. Y., with a capital stock of \$100,000.

The Minneapolis Brewing Co.'s warehouse at St. Cloud, Minn., burned October 22, entailing a loss of \$1,500.

Anton Mueller's brewery at Rice Lake, Wis., has been sold, and the new owners took possession November 1.

The North Shore Export Brewing Co. has been incorporated at Cleveland, Ohio, with a capital stock of \$50,000.

W. C. Edwards has been appointed receiver of the Electric Malting and Brewing Co. at Suspension Bridge, N. Y.

The Perfection Brewing Co. of Sebawaing, Mich., will erect a large brewery; \$40,000 will be expended on machinery.

Paul Weidmann, president of the Paul Weidmann Brewing Co., Brooklyn, N. Y., died recently at the age of 66 years.

The Haberle Crystal Springs Brewing Co. of Syracuse, N. Y., has completed its new brewery at a cost of \$160,000.

The East Tennessee Brewing and Malting Co. has been incorporated at Knoxville, Tenn., with a capital stock of \$50,000.

The Security Brewing Co. of New Orleans, La., will overhaul its plant and make improvements to double its capacity.

The Union Brewing Co. of Rochester, N. Y., has suspended operations, and has been placed in the hands of a receiver.

Volk Bros', brewery at Great Falls, Mont., was destroyed by fire recently, causing a loss of \$25,000; it was insured for \$17,500.

The C. M. Warner Malting Co. has been incorporated at Syracuse, N. Y., with a capital stock of \$100,000. The directors are Charles M. Warner,

Willard H. Losee, and Cornelius M. Emerick of Syracuse; Benjamin F. Sharp of Brooklyn, and others.

Michael Schaller has purchased Schaller Bros' brewery at Cincinnati, Ohio, and has formed a company for carrying on the business.

The firm of Class & Nachod, brewers of Philadelphia, Pa., has been dissolved, Charles Class assigning. The business was started by Mr. Class in 1857.

A new brewing company composed of James A. Streeter and others has been organized at Gloversville, N. Y., and is remodeling an old mill for a brewery.

Engle Bros. of Fountain Springs, Pa., are said to have formed a partnership with John Schmid of Addison, N. Y., and Mr. Schmid's brewery may be removed to Fountain Springs.

Philip Spaeter of Philadelphia has purchased the plant of the former Port Jervis Brewing Co. at Port Jervis, N. Y., and is making alterations and additions preparatory to putting it in operation.

E. P. Mueller's new plant for drying brewers' grain at Milwaukee, Wis., has been completed and is in operation. A feed department may be added, for which the necessary machinery will be put in.

The Superior Northern Elevator Co. has been incorporated at Superior, Wis., to do principally a barley business. It occupies part of the Grand Republic Mill Elevator, which it has converted into a shipping house.

One of the Davenport Malting Co.'s breweries at Davenport, Iowa, formerly operated by A. Zoller & Bro., was destroyed by fire October 19, causing a loss of \$5,000. The brewery had not been in operation for over a year.

The United Kingdom imported in September 1,674,420 hundredweights of barley, against 2,235,040 in September, 1895, and 2,627,577 in September, 1894; and the imports during the nine months ending September 30 were: In 1896, 13,097,592 hundredweights; in 1895, 15,268,377; in 1894, 21,472,968.

The National Brewing Co. of Chicago has bought from Chas. Kaestner & Co. one 600-bushel malt mill, one double cleaning reel, two hopper scales, one 80-horse power self-contained engine, 11x8-foot converter, iron elevators, dust collectors and complete power transmitting machinery for its new 350-barrel brew house.

Since the new crop of barley began to move in Manitoba, says the Winnipeg Commercial, hardly a carload of barley has been offered anywhere in the country. This is as it should be. At present prices farmers should keep all their barley for feeding at their farms, as they can feed it to far better advantage than to sell it. Barley is not worth more than 12 to 15 cents per bushel to farmers, at Manitoba points, to ship East, on the basis of present values in Eastern Canada markets.

Charles L. Epps, formerly an extensive maltster and one of the oldest members of the Chicago Board of Trade, died October 15, aged 63. Mr. Epps was born in Francistown, N. H., received an academic education and came in 1855 to Chicago, where, after starting in the commission business, he went into malting on quite a large scale. His malt house was destroyed in the great Chicago fire, and again in 1893, after which he retired from business. He leaves a widow and one daughter.

A correspondent of Bozeman, Mont., writes October 27: The Gallatin Valley barley is not excelled in quality anywhere in the world and is sought by the brewers of the United States for malting purposes in preference to any other barley obtainable. Its superiority over other barley for beer has caused numerous Eastern grain merchants and brewers to send here this year for their supply of barley, so that much of the crop is already sold and at a good figure, the crop being only a drop in the bucket to what could be marketed were the yield many times heavier. This barley brings a higher price than any raised in the Eastern and lower states, as its superiority for malting purposes is everywhere understood. Not only do the breweries of Milwaukee and New York seek this grain, but

much of it is shipped to Scotland, where it is used for coffee and other commercial purposes.

The Gratiot Street Warehouse Company of Milwaukee, Wis., obtained judgment for \$1,912.08 in the Circuit Court recently against the estate of Darius A. Martin. In June, 1895, Martin and F. Kraus & Co. jointly purchased 100,000 bushels of damaged malt and barley, and Martin borrowed \$5,000 from the plaintiff, with the understanding that for the use of the money he would pay them one-half of his profit on the deal. The damaged grain was sold at a loss, however, and all that was realized on Martin's one-half interest in it was \$1,912.08, the amount of the judgment, which F. Kraus & Co. are directed to pay over to the plaintiff on the execution of a proper release.

The Davenport Malt and Grain Co. of Davenport, Iowa, held its annual meeting November 3, at which several interesting reports were read. On the basis of the business done last year the stockholders were entitled to declare a 10 per cent. dividend, payable at the offices of the company Jan. 2, 1897. The stockholders continued the business of the company in the same hands that have had it in charge in the past. The following directory was re-elected: Henry Klindt, Charles H. Meier, Alex Stockdale, Herman Wulf, Charles Pasche, P. Feddersen Jr. and Claus Stoltenberg. Officers were elected as follows: President, Henry Klindt; vice-president, Claus Stoltenberg; secretary, Charles H. Meier; treasurer, Charles Pasche.

## PERSONAL

August Narveson has taken a position in Ritteman's elevator at Hawley, Minn.

Albert Heipp of West Bend, Wis., has accepted a position with F. Krans & Co., grain merchants of Milwaukee.

C. M. Syck, formerly of Taopi, Minn., has removed to Brownsdale, where he has taken charge of M. Stephenson's grain business.

A. J. Searle, who was formerly in charge of the Peavey elevator interests at Kansas City, has taken charge of the Belt Line Elevator at Superior, Wis.

P. J. Fransioli, of P. J. Fransioli & Co., grain and commission merchants of Tacoma, Wash., was married recently to Miss Edith Thomas of the same place.

W. B. Clisby, who formerly had charge of the W. W. Cargill Co.'s elevator at La Crosse, Wis., has taken charge of the company's new house at Green Bay.

Harry T. Swartz, who has been connected with the grain business at Duluth and Minneapolis for a number of years, has been appointed agent for the Great Northern Elevator Co. at Duluth. E. C. Chandler, the former agent, has been in ill health for some time, and last fall went to California in the hope of bettering it. But it seems he has decided to remain there, as his resignation has since been received.

## BOOK NOTICES.

**ILLINOIS RAILROAD AND WAREHOUSE COMMISSION.**—The Twenty-fifth Annual Report of the Railroad and Warehouse Commission of Illinois for the year ending Dec. 1, 1895, marks the first quarter century of the effort to bring about just and equitable relations with the railroad companies and public warehousemen. The book contains the usual statistical matter and reports of decisions and complaints made to the Board. There were comparatively few complaints of an important nature during the year, but among them is the complaint filed by the committee of the Chicago Board of Trade against 13 public warehouses of Chicago, in which they were charged with buying, selling and mixing their own grain in their public warehouses with the grain of their customers.

**SOUTH DAKOTA WAREHOUSE LAW.**—We have received from the South Dakota Railroad and Warehouse Commission a copy of Chapter 99, Session Laws of 1890, relating to grain warehouses and the inspection, weighing and handling of grain, also the standard grades, rules and regulations adopted by the Board, license blanks, etc. These will be sent to all South Dakota grain men upon application to the Railroad and Warehouse Commission, Mitchell, S. D.

James P. Adams, the statistician of the Horse-shoers' Protective Association, which held its fifth annual convention at New York recently, declares that, in spite of the bicycles, there are more horses in the country now than ever before. The great majority of bicyclers, he explains, would not own horses anyway. In Ohio there are 19,000 more horses than a year ago. New York has 12,500 and Michigan 17,000 more. There are 16,000 members of the Horse-shoers' Association, and they are also organized in seven different states.



## Late Patents

Issued on October 13, 1896.

Gas Engine Starter.—Christian J. Weinman and Edward E. Euchenhofer, Dayton, Ohio, assignors to The Dayton Gas Engine and Mfg. Co., same place. No. 569,365. Serial No. 599,212. Filed July 15, 1896.

Gas Engine.—Fred C. Olin, Buffalo, N. Y. No. 569,386. Serial No. 583,134. Filed Feb. 11, 1893. Renewed March 13, 1896.

Grain Recleaner and Separator.—James B. Schuman, Columbia, Ind. No. 569,389. Serial No. 576,973. Filed Jan. 27, 1896.

Gas Engine.—Fred C. Olin, Buffalo, N. Y. No. 569,564. Serial No. 519,628. Filed Aug. 7, 1894.

Gas Engine.—Harry A. Winter, Grand Rapids, Mich., assignor to The Sintz Gas Engine Co., same place. No. 569,530. Serial No. 553,897. Filed June 24, 1895.

Issued on October 20, 1896.

Fanning Mill.—Matt J. Frambach, Rock, Iowa. No. 569,629. Serial No. 568,702. Filed Nov. 12, 1895.

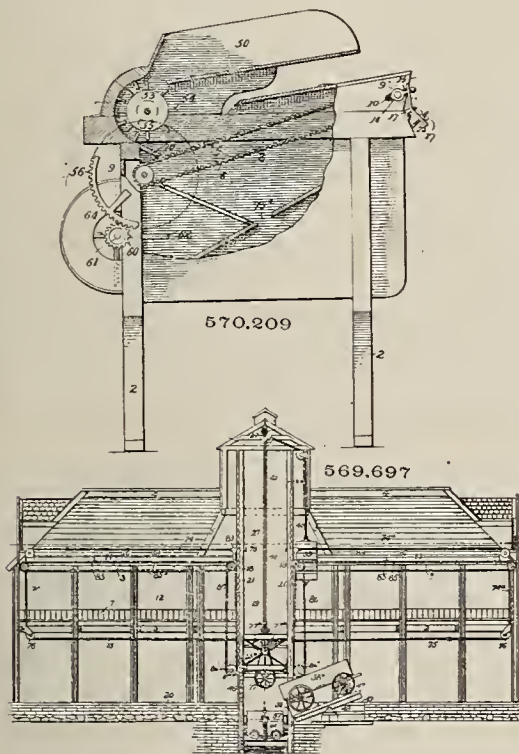
Oil Engine.—Thurso von Querfurth, New York, N. Y. No. 569,672. Serial No. 534,477. Filed Jan. 10, 1895.

Gas Engine.—Henry C. Hart, Detroit, Mich. No. 569,918. Serial No. 513,061. Filed May 31, 1894.

Bale Elevator.—Thos. F. Meath, Humboldt, Kan. No. 569,976. Serial No. 558,569. Filed Aug. 7, 1895.

Elevator and Dump.—Gustave Wenzelmann, Missal, Ill. No. 569,697. Serial No. 557,309. Filed July 27, 1895. See illustration.

Grain Car Door.—Wm. J. Johnston, Port Huron, Mich. No. 569,923. Serial No. 567,643. Filed Nov. 1, 1895.



Gas Engine.—Max W. Weir, Newark, N. J. No. 569,694. Serial No. 570,459. Filed Nov. 29, 1895.

Conveyor.—Maximilian M. Suppes, Lorain, Ohio. No. 569,681. Serial No. 596,855. Filed June 25, 1896.

Issued on October 27, 1896.

Baling Press.—Arthur Le Roy Kohler, Geneva, N. Y. No. 570,027. Serial No. 601,244. Filed July 31, 1896.

Pea Thrasher.—John F. Rhodes, Athens, Ga. No. 570,209. Serial No. 569,532. Filed Nov. 20, 1895. See illustration.

Combined Gas and Steam Engine.—Ransom E. Olds, Lansing, Mich. No. 570,263. Serial No. 559,160. Filed Aug. 13, 1895.

Grain Door.—Herman Pries and John W. Meyer, Michigan City, Ind. No. 570,269. Serial No. 597,451. Filed June 29, 1896.

Pea Thrasher.—John H. Gardner, Dalton, Ga. No. 570,282. Serial No. 568,196. Filed Nov. 7, 1895. See illustration.

Weighing Machine.—Francis H. Richards, Hartford, Conn. No. 570,291. Serial No. 586,346. Filed April 6, 1896.

Discharge Valve for Gas Engines.—William Burger, Delphos, Ohio. No. 570,376. Serial No. 562,065. Filed Sept. 10, 1895.

Bucket Conveyor.—Arthur J. Frith, New York, N. Y. No. 570,251. Serial No. 537,880. Filed Feb. 11, 1895.

Issued on November 3, 1896.

Rotary Gas Engine.—Louis Gathmann, Chicago, Ill., assignor to Daniel T. McMullen, same place. James B. McMullen, New York, N. Y., George W.

McMullen, Picton, Canada, and David S. McMullen and Roger McMullen, Evanston, Ill. No. 570,470. Serial No. 551,427. Filed June 1, 1895.

Dust Collector.—Wm. E. Allington, East Saginaw, Mich. No. 570,443. Serial No. 522,346. Filed Sept. 7, 1894.

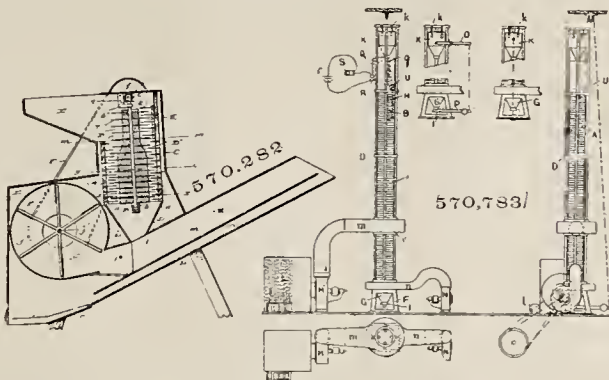
Gasoline or Vapor Engine.—Enoch Prouty, Chicago, Ill., assignor to Olive S. Prouty and Enoch Prouty, same place. No. 570,500. Serial No. 567,600. Filed Nov. 1, 1895.

Grain Sconner.—Elgin Keith, Silver Creek, N. Y., assignor to The Howes Grain Cleaner Co., same place. No. 570,600. Serial No. 596,851. Filed June 25, 1896.

Gas Engine.—Rolf J. Rolfson, San Francisco, Cal., assignor of one-half to Samuel S. Simrak and Albert R. Herman, same place. No. 570,649. Serial No. 549,522. Filed May 16, 1895.

Grain Drier.—Geo. H. Cormack, Rockford, Ill. No. 570,662. Serial No. 593,360. Filed May 27, 1896.

Grain Drier.—John Backhouse Jr., Liverpool, England. No. 570,783. Serial No. 595,594. Filed June



15, 1896. Patented in England July 19, 1894. No. 13,874. See illustration.

Baling Press.—Elias H. Butts, Oriental, N. C., assignor of one-half to Wm. H. Lewis, Merritt, N. C. No. 570,865. Serial No. 601,130. Filed July 31, 1896.

Issued on November 10, 1896.

Means for Treating Seed.—Budd Reeve, Buxton, N. D. No. 571,017. Serial No. 591,670. Filed May 15, 1896.

Combined Steam and Explosion Engine.—Walter Barnsdale, Plover, Wis. No. 571,147. Serial No. 548,968. Filed May 11, 1895.

### NEW YORK'S GRAIN TRADE.

Radical changes may be made before long in the handling of grain in New York Harbor, which will probably result in restoring to New York much of the business that has been lost to other ports through the policy of the railroads and elevators in maintaining high terminal charges.

The opening wedge is the contract which has been made by the New York Lighterage and Transportation Company, which is controlled by the Lehigh Valley Railroad, and the Brooklyn Wharf and Warehouse Company. All the grain that arrives via the Lehigh Valley will henceforth be transferred in bulk to the piers of the warehouse company, thereby saving one handling, which means one-half to three-fourths of a cent a bushel in terminal charges to the railroad company.

The cars are floated over and run onto the warehouse tracks, from which the grain can be either transferred to the elevator or shifted to the ocean steamship alongside the dock. This deal will force the other trunk lines to admit the ocean liners free to their elevators without charging a cent a bushel extra for loading, as they do at present.

### RATS IN ELEVATORS.

"I don't want to talk politics," said Pat Cordon of Ottawa, Ill., to a local reporter. "I've just voted. Let's talk about rats. The rats come in droves some years, and nearly eat up the cribs and elevators. Then there will be several years when the number will be much less. It is necessary to keep the place cleaned out. If the cats that I have do not succeed in keeping the rats in subjection, I have to use poison. Put a little arsenic on fresh meat and place it where the cats can't get it, and in a short time the rats will disappear."

"After feeding so long on grain they will eat the meat very readily. Rats will not only destroy a great amount of corn and oats, but they will ruin an elevator or crib very quickly. I have known of elevators whose underpinning has been completely eaten away by rats, and the damage could be repaired only at considerable expense. Grain dealers in the country towns have more trouble than those in the city."

Omaha and Des Moines want the next meeting of the Grain Dealers' National Association. The Board of Directors has power to call a special meeting at any time.

## Grain Dealers' Associations.

THE GRAIN, HAY AND FEED RECEIVERS' ASSOCIATION OF CINCINNATI.

President, Chas. S. Maguire; secretary, Peter Van Leunen; treasurer, James A. London.

SOUTHERN NEBRASKA GRAIN MEN'S PROTECTIVE ASSOCIATION.

President, George Adams, Weeping Water; secretary, William Coon, Elmwood.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

OHIO GRAIN DEALERS' ASSOCIATION.

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GRAIN SHIPPERS' ASSOCIATION OF NORTHWESTERN IOWA.

President, E. J. Edmonds, Marcus; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Bntler, Schaller.

GRAIN DEALERS' ASSOCIATION OF SOUTHWESTERN IOWA AND NORTHWESTERN MISSOURI.

President, R. R. Palmer, Creston, Iowa; vice-president, E. H. Vanscholack, Griswold, Iowa; treasurer, J. B. Samuels, Riverton, Iowa; secretary, G. A. Stibbens, Coburg, Iowa.

NEBRASKA GRAIN DEALERS' ASSOCIATION.

President, N. A. Duff, Nebraska City; vice-president, F. L. Harris, Omaha; secretary, J. E. Utt, Omaha; treasurer, James Sewell, Hastings; Board of Governors, W. H. Chambers, Hepburn, Iowa; Kinsella, W. B. Jaquith, S. F. James, R. T. Lamson, N. A. Duff.

GRAIN DEALERS' NATIONAL ASSOCIATION.

President, E. S. Greenleaf of Jacksonville, Ill.; first vice-president, P. S. Heacock, Falls City, Neb.; second vice-president, E. A. Grubbs, Greenville, Ohio; secretary W. H. Chambers, Hepburn, Iowa; treasurer, J. W. Adams, Minneapolis, Minn. Board of Directors: M. McFarlin, Des Moines, Iowa; Theo. P. Baxter, Taylorville, Ill.; A. E. Hartley, Goodland, Ind.; Fred L. Harris, Omaha, Neb.; A. E. Clutter, Lima, Ohio.

The Grain Dealers' National Association merits your hearty support.

One of the prizes captured by the police of Chicago when pulling a bucket shop in the Open Board of Trade recently was a ticker, over which the quotations of the markets were said to be received. It was found that an old ticker, with type for printing the returns from the wire, had been used, but the detectives were surprised to see that the quotations on the tape, which was dangling from the machine, were written in blue pencil. This led to a further investigation, and it was seen that the roll which held the tape had been made from the tops of two lard cans. It was an easy matter for one to take apart the roll and write all the quotations necessary for the day's business.

Ed Corey and George Dahl were arrested at Duluth, Minn., October 16, for wheat stealing, and it is said the two are members of a gang that has been infesting the railroad yards for a long time, carrying on a brisk business in the wheat trade. The gang has been doing a wholesale business, as it were, beside which the gleanings of the carsweeping gang are insignificant. The former makes a practice of breaking into loaded cars and carrying off wheat by the sack load. The company, it is estimated, has lost hundreds of dollars during the past six months from the depredations of the crowd, and the St. Paul & Duluth Railroad is as great a sufferer as the Northern Pacific.

## TOO LATE TO CLASSIFY.

NEW YORK LEGISLATOR WANTED.

Wanted the address of a member of the New York Legislature, who is willing to introduce and champion the cause of a bill which, if passed, will stop the diversion of grain from New York harbor and the Erie Canal, and by making all elevators at Buffalo and New York, which handle grain of different owners for a compensation, public elevators, establish and maintain moderate rates for such service. Address

EDITOR of the "American Elevator and Grain Trade," Chicago, Ill.





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### ADVERTISING

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1896.

## THE GRAIN DEALERS' NATIONAL ASSOCIATION.

At last, after much agitation and discussion, the regular grain dealers of the country have organized a national association and launched it under very favorable conditions. The meeting was not as well attended as it should have been, or as well as future meetings will be, but those present entered enthusiastically into the work of organization and got through with an immense amount of work in very short order.

The program proved to be an excellent one. No convention of the members of any trade ever had the pleasure of listening to more interesting papers, in which the treatment of the various subjects was so thorough, the arguments so convincing. Each paper gave evidence of close study on the part of the writer.

The constitution and by-laws adopted represent the consensus of opinion expressed by all who have declared in favor of organization. Whether or not they will prove satisfactory can be determined only by a fair trial.

The Association was very fortunate in choosing good men to manage its affairs for the first year. They were selected from different districts of the surplus grain growing territory, and no doubt each one will secure many members for the Association from his district. Each member of the Board of Directors has the best interests of the trade at heart and will work earnestly to advance the common interests of members in every way possible.

The membership is large, the Association being started with nearly 300 members, who have shown themselves to be ardently in favor of organizing a national association. These will, no doubt, pay their membership fee

promptly and induce their neighbors to become members. The Association should have at least 1,000 members by the first of the year, and if every member does his duty toward the organization it will have 2,000 members.

With such a membership, the favor of the organization would be eagerly sought by every carrier of grain and messages. It would not be necessary to fight for relief from unjust practices on their part; a request for the settlement of a just complaint would have the desired effect. Needed legislation by Congress could also be secured. Dealers, buyers, commission men and others proven guilty of dishonesty, trickery, non-fulfillment of contract or any other uncommercial conduct in their dealings with a member would find it somewhat difficult to entice other members into their net. The many impositions from which the trade now suffers, owing to its disorganized condition, make it imperative that every regular dealer shall strive to increase the Association's membership, and to help to make it a great benefit to every member.

The grain trade expects every regular dealer to do his duty by it and its organization.

## ENCOURAGING THE ELEVATOR MEN.

Of late years the country elevator man has been given little encouragement by the rail carriers. Most of them have exerted themselves in a contrary direction, and seemed to be determined to do everything in their power to discourage him. Hence it is more than pleasing to learn of a railroad manager who recognizes the value of the services rendered his road by the elevator men operating houses along it. The following appeared in a recent number of the Indianapolis Journal:

One of the shrewdest things which has been done since R. B. F. Pierce became receiver of the Toledo, St. Louis & Kansas City was encouraging parties along the line who had allowed their elevators to become almost useless to repair them or build new ones. With the immense grain crops on the line this season the elevators have been valuable adjuncts to the business of the road.

The traffic managers of several Western roads are beginning to see the justice of giving just such encouragement to the men operating elevators along their line, and it seems certain that the members of one association will have some favor shown them before the new year dawns. At last the service of the faithful soliciting freight agent and local freight agent for bulk grain is to be recognized.

## SUPERIOR NOT SATISFIED WITH ONE FAILURE.

The members of the grain trade who deal in grain passing through elevators at the head of Lake Superior will learn with regret that the Superior Board of Trade does not propose to give up its hope of having an independent grain inspection and weighing department on the Wisconsin side of the bay. Agitation in favor of a new law and another attempt to rid the city of the services of the Minnesota department has already been commenced. The work of the Minnesota department has always been satisfactory, and the Superior people have no cause for complaint on that score. The trouble is, the members of the Superior Board of Trade covet the business done on the Duluth Board of Trade, and instead of striving

to build up the business in the regular way, they sought, and still do seek, to force the business to their exchange by legislation. They overlook the fact that the trade at large does not take kindly to confusing complications, which add burdens to the business. The trade needs simplicity.

If the Superior dealers would stop and think a minute they would easily discern that it is not possible to build up business by unnatural methods. It is not good policy to embarrass the trade with a useless extra department, and then solicit its favors. If they want business they should work for it and let the inspection alone, as with the known gradings of an established department their chances of getting business will be much better than with those of a new and untried force and rules.

## BAILEES AT TERMINALS WHO ARE DEALERS.

The public elevator men of Chicago are again making a determined fight to keep the courts from issuing an injunction restraining them from dealing in grain stored in their own houses. They have had the audacity to admit in the courts that they buy and sell grain and mix their own with the grain of others, but attempt to defend their practice by claiming that the statutes forbidding it are unconstitutional.

A number of years ago the Supreme Court decided that the law was constitutional and no doubt would take the same view if the law were again brought to its attention. The law was enacted shortly after the trade had suffered greatly at the hands of public elevator men, who placed false bottoms in their bins and surreptitiously removed and sold grain that belonged to others. The principal intent and purpose of those who drew the bill was to protect the trade from a repetition of such trickery.

Dealing in grain stored in his own house, by a public warehouseman, is entirely contrary to the spirit of the law. It opens the way to the free practice of the very abuses the law was designed to prevent. The present public elevator men have not been guilty of stealing the grain of their customers, but they are seeking to break down that portion of the law which, if enforced, would prevent or make more difficult the stealing and hypothecation of grain by public elevator men at terminals.

No bailee would deny the existence of the temptation to substitute the skin grade grain of his own for the top grade grain of the dealer who stores in his supposedly public elevator, and some would be unable to resist the temptation, as choice cash wheat frequently commands a premium of three to ten cents a bushel. The more the public elevator man deals in grain stored in his own house, the stronger will be the temptation for him to take advantage of his position, and unless he stops entirely the trade can confidently expect to suffer severely by his speculations. It will suffer not only by the skin grade game and shortages, but by the loss of large amounts of grain, which may destroy confidence in all public elevator men, and result in their being placed under far more stringent regulations than at present. They should accept a fair amount of regulation and be satisfied.

If the public elevator man cannot make a profit on his investment by caring only for the property of others in his public house, then he



has outlived his usefulness and it is time to discontinue doing a public business.

It is somewhat perplexing to have the elevator men, who have finally exhausted every subterfuge to hide the proof of their dealing in grain stored in their own houses, acknowledge in court that they were guilty of the very act charged. It ill becomes those who have feared and sought to dodge the law so long now to defend their action by claiming the law unconstitutional.

In the trial they have been introducing all kinds of irrelevant evidence and it looks as if their only hope lay in bewildering the court. However, they can rest assured that the trade will not tolerate dealing in grain stored in public elevators by the operators of those houses. It is contrary to the essential features of a public storage business, and if the present law is not strong enough others will be enacted to meet the needs of the case. It is only a question of time when the elevator men must follow usages established by commercial practice that is above suspicion, and which meets the views of those who pay for the service. The sooner they capitulate, the more reasonable terms will they get.

#### MR. DAVIS' VIEW OF THE FUTURE.

Our old friend, C. Wood Davis of Peotone, Kan., has been writing a letter to a Detroit man which the Kansas Farmer has been publishing in installments of six columns. It is chock-full of politics as well as of economics, and Mr. Davis evidently feels like bolting both parties. He denies that either side has told the truth about the cause of low prices, especially the truth about the low price of wheat; and he denies with characteristic vigor that the policies advocated by either party would help matters any; least of all the farmer, with whom prosperity must begin. And then he tells at length why prices of farm products have been low and why they must necessarily be high in the near future.

We always like to read what Mr. Davis writes. He is tart as a lemon and yet his views are optimistic, from the farmer's standpoint. He believes the time is near at hand when farmers, as a class, will be the most prosperous part of the community, and, in fact, about the only prosperous part. And further, the farmer is to blossom out as a monopolist, because acres cannot be multiplied. In fact, Mr. Davis has been called the "apostle of prosperity through starvation," because he believes that the abundance of the past few years is only the result of fortuitous circumstances, which have given an unusual amount of good crop weather. Were it not for this we would already be starving, or precious near it, Mr. Davis thinks. And he gives the figures.

We cannot give the voluminous data in full on which the Kansas statistician bases his views. Briefly summarized, the world's wheat acres have increased about  $1\frac{1}{2}$  per cent. since 1884, while the consumers of wheat have increased 18 per cent. Meanwhile the world's rye fields have shrunk nearly 4,000,000 acres. In the last fourteen years the world has seen ten phenomenal wheat crops, showing an aggregate excess of 1,259,000,000 bushels over what the normal production would have been. The four under-average crops averaged a deficit of only 65,000,000 bushels. The last four crops of the world's

wheat have given an aggregate product of 663,000,000 bushels greater than it would have been had the yields since 1891 been no greater than the average of the last twenty-five harvests. He figures that the over-average product of wheat and rye in the three crops of 1893-94-95 has aggregated 1,090,000,000 bushels. Had it not been for this annual over-average of 363,300,000 bushels of wheat and rye, the world would now be starving.

And with corn. Twenty-five years ago Europe, with the Americas and Australasia, had 63,000,000 acres in maize. In 1895 the same regions had 115,000,000 acres, an increase of 82 per cent. against an increase of 36 per cent. in the bread-eating populations of European lineage. With cottonseed displacing corn and corn products, is it any wonder corn is low? But the world's requirements of wheat and rye will soon take acreage from corn, and, in Mr. Davis' view, the bicycle and trolley have come none too soon, for all food products, such as wheat, rye, corn, pork, beef, etc., must of necessity be much higher.

Perhaps Mr. Davis is right, but there is a chance for him to be wrong. He was mistaken three years ago and he may be foiled again by meteorological conditions which will continue to produce over-average crops. Anyhow, we hope he won't insist on starving the rest of us in order to even up things with the farmer. We want him to relent when he gets wheat up to \$1.10 and corn up to 70 cents.

#### FARM ANIMALS AND GRAIN PRICES.

So large a percentage of our grain crops is consumed in the immediate vicinity of production that the number of farm animals becomes an important matter as a price-making factor for grain. The Agricultural Department has just issued a bulletin which may surprise many of our readers. We cannot attempt to go into the detailed figures; but will only give the recapitulation of the figures:

The number of horses returned in 1896 is 15,124,057, a loss of 769,261 as compared with 1895, and of 1,082,745 as compared with the number in 1893. The number of mules is given at 2,278,946, showing a loss of 54,162 as compared with 1895, and a loss of 52,182 as compared with 1893. The number of milch cows for 1896 is given at 16,137,586, showing a loss of 367,043 as compared with 1895, and a loss of 286,501 compared with the number in 1893. "Other cattle" are returned as 32,085,409, showing a loss of 2,278,807 compared with 1895, and 3,868,787 as compared with 1893. The number of sheep is given as 38,298,783, a decrease of 3,995,881 as compared with 1895, and of 8,974,770 as compared with 1893. Of swine, the number returned in 1896 is 42,842,759, a decrease of 1,322,957 as compared with 1895, and of 3,252,048 as compared with 1893.

The decrease in value is more marked than the decrease in numbers, but that is a matter we will not go into in this connection. Aggregating all the animals reported, we have 146,767,540 in 1896, against 155,555,051 in 1895, and 164,228,573 in 1893. Here is a decrease of ten million in one year, and near twenty million in three years. It is true that some portion of this loss represents no appreciable loss in consumption of

cereals; but making the proper subtraction, and the number of farm animals has decreased to a degree that means lessened consumption of our cereal crops. The matter will, of course, right itself in time, though the increased price of meat, which will lead to increased numbers, and consequently increased consumption of cereals; but this takes several seasons. The extremely low price of horses would seem to indicate that the trolley and bicycle have got in their deadly work to an extent that points to a still further decline in their numbers.

#### STATE TRANSFER ELEVATORS FOR NEW YORK TERMINALS.

Once again the misguided boatmen of the Erie Canal and a few of their friends are working to secure the erection of state transfer elevators at Buffalo and New York, to place the canal on an equal footing with the rail carriers in the competition for grain from the lakes to the seaboard. If the great Empire State were to take any such foolish action, it would amount to an acknowledgment that it found itself unable to regulate the public elevators of the state.

The state is organized for governing, not operating transfer elevators or other business enterprises within its boundaries. As we have repeatedly pointed out, the state can pull the claws out of the elevator trust with a very small amendment to its present law governing the rates for storing, cleaning and transferring grain at terminals. The law provides for equitable rates, or rather rates which were just when it was enacted; they are higher than the trade can bear with present day prices. The pool evades the law by refusing to receive grain for transfer. It does transfer grain, but does not charge for such transfer as transferring; it calls it elevating and ten days' storage. By this clever ruse it avoids violating the letter of the law, but breaks the spirit of it, and escapes punishment.

The enactment of a law declaring that all elevators at grain centers which handle grain of different owners for a compensation shall be public elevators and subject to the regulations of the state elevator laws would remedy the trouble. They should be required to receive, clean, store and transfer grain for all comers without discrimination, and for a charge in keeping with present prices and the reduced cost of handling. That is all that is necessary to stop the pool's mulcting of the grain trade, and to check the diversion of grain shipments from New York harbor.

The erection of state transfer elevators at Buffalo and New York might give some relief, but the placing of the business in the hands of the politicians is not to be encouraged, as the result would be extremely dubious.

We observe that the stock insurance companies doing business in Indiana have at last listened to the advice of their local agents and are once more competing for the grain business in both mills and elevators. A modified rate was given the R. P. Moore Milling Co. of Princeton, Ind., for improvements and the local agents got the business. The Insurance Press remarks: "If mutual companies can accumulate \$500,000 surplus in a few years by writing flour mills, stock companies should do equally as well; at least, they should hold their own."



## EDITORIAL MENTION

Join the G. D. N. A. to-day.

Regular grain dealers who suffer abuses at the hands of carriers or others may learn of something to their advantage by addressing this journal.

The grain dealers of the south half of Nebraska have organized district associations and seem to be determined to get relief from local abuses.

A closer acquaintance with competitors will prove that their horns are in your mind's eye. Get together; it will prove of advantage to all concerned.

Procrastination should not be permitted to cheat any regular grain dealer out of even one day's membership in the Grain Dealers' National Association.

The locusts in the Argentine have done the Northwestern states a double favor. They not only damaged the wheat crop, but chewed up the flaxseed as well.

Will the country grain dealer of the next generation starve or board at the poorhouse? Much depends upon the reforms instituted by the dealers of the present day.

The President of Nicaragua has issued a decree making corn, lard and flour free of duty until next April. Nicaragua is not a very extensive market, but every little helps.

Every paper read at the Chicago meeting of grain dealers merits close reading by all dealers who have enough interest in the business even to wish for the correction of the many abuses which now encumber it.

Secretary Chambers of the Grain Dealers' National Association informs us that all of the officers heard from have accepted the positions to which they were elected and promise hearty support.

The melancholy days have come, the saddest of the year, when shippers on the inland seas have very much to fear from a grain blockade at Buffalo, which happens every fall, to help rail carriers get the grain that should go by canal.

Some press correspondent paused in the heat of the campaign and told how a grain of wheat had sprouted in a child's eye, down near Kokomo, Ind., and the presence of the wheat grain was not discovered until the green sprout showed itself. This is a great year for wheat.

Some shippers who failed to mark their bills of lading "Freight C. O. D." have been called upon to pay the freight, although the carrier had ample time to collect the freight before the failure or disappearance of the receiver. After one has lost all the money invested in grain it is decidedly aggravating to be called upon for the freight. The courts have held that the shipper

contracts with the carrier for the transportation of the grain and it must look to him for payment for the service.

Insurance rates on elevators are high, but that is additional reason why an inventory should be made and kept of everything in the elevator, including machines and tools. Such an inventory is a handy document in case of fire. One made up from memory after a fire is sure to be incomplete.

Grain dealers should be very careful about buying grain from strangers. An unusual amount of stolen grain has been offered for sale in country markets this year. It is somewhat discouraging to be required to pay for grain a second time. Close examination of the would-be impostors has disclosed several grain thieves recently and saved the elevator man from loss.

Public elevator men at terminals should not be permitted to deal in grain stored in their own elevators. When they stop it they will not be suspected of docking receipts for their private bank accounts, as well as for future shrinkage, and they will not have the opportunity to gain by giving out the skin grade grain and keeping the best of it for premium-paying customers.

The two leading authorities on the world's wheat trade, the Corn Trade News and Beerholm's list, both with the same data before them, namely, the official Russian crop report, interpret it the one to mean a decrease of 21,000,000 bushels of wheat as compared with last year's crop, and the other a shortage of 75,000,000 bushels. This looks like pretty serious disagreement between doctors.

Regular grain dealers who are troubled with scalpers, scoop-shovel men, irregular and transient buyers can obtain relief by inducing the town council to enact an ordinance providing for the payment of a license fee by all transient merchants, peddlars or others without a permanent place of business, who buy or sell for immediate delivery. The scalper should pay his share of the government's expenses, if he is to be protected by it.

Much to our surprise the Kansas Farmer says: "It is time to stop croaking. Undoubtedly wheat is going to bring better prices than at any time during recent years. Corn and other foods will also improve in price and a better era for the farmer is at hand, independently of all politics." We rejoice that our contemporary has emerged from the cave of Adullam and sees the sunshine once more. Hopeful talk is a positive business factor.

The Illinois Supreme Court has sustained a verdict obtained in a lower court involving a point interesting to elevator men. Nash, Wright & Co. of Chicago were operating a line of elevators, one of which was at Wedron, Ill. The chain of elevators was under the superintendence of H. S. Gilbert as agent, and the elevator at Wedron was in charge of Charles Smith. On November 28, 1891, Smith contracted to buy of Class Classon 6,379 bushels of corn at 70 cents a bushel. Gilbert repudiated the authority of Smith to make such a contract. The case

in one form or another has been in the courts ever since until now the Supreme Court decides that the contract made by Smith, the man in charge of the elevator, must stand.

One of the things that has felt the quickening influence of better times is Chicago Board of Trade memberships. Last summer they were a drug and were quoted around \$600. They probably sold considerably cheaper. In the past ten days a number have changed hands at \$900, and one sold as high as \$950.

The very reasonable rates on grain from Western points to Chicago were discontinued early this month, much to the displeasure of the elevator men, who could not get cars, despite the fact that their houses were full of grain. If rail carriers can afford to carry grain from Missouri River points to Chicago one month for 10 cents a hundred, why cannot they afford to keep the rate in force all the time?

The farmer in South Dakota has risen to the occasion and is solving the Russian thistle problem in a new way. He is hauling the thistles to the mills and getting \$1.50 a ton for them, for fuel. And some pessimist remarks that next year this same farmer will be waging a deadly warfare on some insect pest that will have developed an appetite for thistles. He says that to demonstrate the utility of any product of the soil in the West is always to invite its destruction by some of the insidious forces of nature.

The Grain Shippers' Association of Northwest Iowa will soon have an elevator mutual fire insurance company, which will insure grain elevators exclusively and at cost. The elevator men are not going into the insurance business to make a fortune, but to obtain relief from the extortionate rates of the stock companies. If the association is organized and managed on conservative lines, it should be given the official indorsement of every grain dealers' association and the hearty support of every elevator owner.

It will be remembered that at a recent meeting of the Interstate Commerce Commission Mr. Stickney announced that he had matured a plan to keep the rolling stock of the Chicago & Great Western Railroad employed. He proposed to buy grain and transport it over his own line when convenient and profitable, and over rival lines when rates were unremunerative. That Mr. Stickney was not bluffing seems evident from the incorporation in Iowa of the Merchants' Warehouse Company of Dubuque, with a capital stock of \$500,000. The incorporators include Mr. Stickney and are all St. Paul men.

The originator of the Interstate Commerce law says he proposes to have the law amended so as to make common carriers responsible for the actual amounts receipted for. The amendment applies entirely to grain shipments, on which the loss in transit is considerable. If a large steal is wrong, so is a small one, the principle is the same in both cases. If the law is to be amended, it should be amended so as to make carriers liable for all shortages. It would also be right to require them to receipt for the full amount received. A clean bill of lading might prompt them to operate their public ele-



vators at terminals instead of leasing them to the present dockers and shortage causers.

The barley dealers of the West who ship to Chicago threw away \$1,259 last month for a grading that is of no use to them. Over 5,000 cars of barley were received at Chicago and inspected in, yet the members of the barley trade paid no attention to the grading. It is not different at other grain centers. The barley trade has learned that the grading of the regular grain inspectors is of no value to them, so do not heed it. The grading of barley should be improved or abolished.

During the general grain car famine last month some corn arrived at Cincinnati in bad condition. J. W. Fisher had one car delayed in transit so long that when it arrived it had heated. After submitting the case to the Chamber of Commerce Inspection Committee the case was settled privately by compromise. The rail carriers, although to blame for the loss, were not held liable. Some of the state courts have held that carriers must make good any loss due to delay in transit. The schedule time of trains, plus 48 hours, should be considered a reasonable time for delivery.

News comes from New York that Thomas A. McIntyre, president of the Brooklyn Wharf and Warehouse Co., has received a ten days' option on a controlling interest in the stock of the International Elevating Co. This latter company has a capital stock of \$2,200,000 and controls nineteen elevators, with a transfer capacity of 113,000 bushels per hour. Of course, the purpose of the move is to practically consolidate the elevator interests of New York and vicinity and probably maintain the charge of 1½ cents per bushel for transferring grain, while the law only allows ⅝ of a cent.

The bucketshop keepers—always extremely careful of their patrons' interests—have used the recent action of the Government in barring them from the mails as an excuse for not settling with customers. The bucketshop sharks will be able to find a satisfactory number of credulous chasers after Mammon as long as the Government will permit the use of the mails for the advancement of their fraudulent schemes. The suckers will bite if given an opportunity, and the encouragement given legitimate enterprises will be dwarfed to just the extent of their contributions to the sharks' coffers.

Some of us "out West" who are accustomed to take the superior fertility of Western soil for granted can hardly believe the figures of the average yield of cereals in the different states. Everybody knows that Missouri and Kansas are fertile states and great corn growers. And everybody also knows that New York and Pennsylvania are not great corn states and have large sections of territory which a Western man would not take as a gift, for farming purposes. And yet New York raises 37.7 bushels of corn per acre and Pennsylvania 37.1, while Kansas and Missouri show up with 27.1 and 26.3 bushels respectively, per acre. Of course this showing does not show the relative fertility of the two localities. If this were an exceptional year it might not indicate anything but favorable or unfavorable crop conditions. But the same rela-

tive disproportion between some of the poorest agricultural Eastern states and the best agricultural Western states keeps up year after year, the Eastern states always showing the best yield. Consequently it must indicate that the Eastern farmer is ahead of his Western brother in technical knowledge of his calling.

The strength developed by the markets is evidently not fictitious; the so-called statistical position would show that the demand for wheat is legitimate; the situation in India, the Argentine, in Russia, and, in fact, in all wheat-growing countries, has justified an advance. How much of an advance is justified is another question. There is no telling how much wheat there is in the world as the result of the crops since 1891. It will take some time to develop what the supply is. An enhancement of price over the average of the past three years is assured, but we would not endeavor to prophesy the extent or permanence of that advance.

#### MINIMUM AND MAXIMUM CARLOADS.

The members of the Central and Western Traffic Associations are satisfied with a minimum limit weight on carload grain of 24,000 pounds and grant the carload rate on shipments where the car contains that amount or more. But some of the little 2x4 roads which run a train across a county now and then are far from satisfied with any such regulation. They know they will get no grain that can go by other lines, so mulct shippers, who are compelled to patronize them, whenever they get an opportunity.

One of the roads which seems to be burdened with an unusual amount of nearsightedness in its freight department is the I. D. & W. Ry. Instead of striving to encourage the shipment of grain over its line, it seems to be determined to tax the business out of existence. An example of its bright management, for which it finds an excuse in its poor equipment, is the establishing of a minimum and maximum weight of narrow range for carloads. It fixed the minimum at 4,000 pounds less and the maximum at 4,000 pounds more than the marked capacity of the car, except that no carload should be less than 28,000 pounds.

Its rules provide that agents shall refuse to issue bills of lading for cars loaded in excess of 4,000 pounds above marked capacity, and then, instead of providing scales so a shipper can tell when he has so loaded a car, or an agent to watch him, it turns around and attempts to confiscate all of his profits and part of his capital by charging him double on that part of the load in excess of its maximum limit.

Suffern, Hunt & Co. of Decatur, Ill., who operate at a number of stations, loaded 40,865 pounds of corn into an I. & D. W. 30,000-pounds capacity car at Garretts and were charged an extra six cents on the amount above 34,000 pounds. They also loaded 28,045 pounds into an I. D. & W. 36,000-pound capacity car and were charged for 32,000 pounds. At another time they loaded 31,500 pounds into a 50,000-pound capacity car and were charged the regular rate on 48,000 pounds.

Naturally Suffern, Hunt & Co. objected to

any such extortion and appealed to the Interstate Commerce Commission, which granted a hearing, but has not yet rendered its decision. There seems to be no chance for the carrier being favored in such exaction, but it matters not what the decision will be, the trade cannot bear any such taxation. The margin of profit is so very small that shippers would soon be driven out of business.

There is one feature of the case the I. D. & W. officials seemed to have overlooked entirely. The duty of common carriers, as held by the courts, is to load their own cars. Then, surely, it ill becomes them to attempt to mulct the shipper who performs this service for them without compensation, when he, at long intervals, unavoidably or by error breaks one of their many petty rules regarding carloads.

## Trade Notes

Mike McCarthy and Mr. Whemhoff of Dalton City, Ill., recently patented a portable elevator.

The Barnard & Leas Mfg. Co. of Moline, Ill., has been experiencing a large foreign demand for its machines.

An international exhibition of gas motors and gas heating and illuminating apparatus has been organized at Gouda, Holland.

Daniel Wilde & Son, manufacturers of grain loaders at Washington, Iowa, exhibited a grain weigher and scoop board at the recent exposition at St. Louis, Mo.

The S. Howes Co., Silver Creek, N. Y., writes us that business is very good, with orders on its books ahead to keep it running right along, and the outlook for the future exceedingly bright.

The B. S. Constant Co. of Bloomington, Ill., writes us: "Business is picking up with us since the election. We have received more orders during the past three weeks than we did in three months' time before the election."

Gustave Wenzleman of Streator, Ill., has been granted a patent on an elevator and dump which are said to possess superior features. Mr. Wenzleman intends to manufacture and put his elevator and dump on the market.

The J. B. Allfree Mfg. Co. of Indianapolis, Ind., is manufacturing compound condensing automatic engines in small sizes, for which an economy is claimed of 40 per cent. That is equal to saving one year's fuel bill every 30 months.

Now that the election is over there will be some business doing. To get your share you should let the people know who, what and where you are, and what you can do. To do this in the most expeditious, effective and economical manner you should advertise in the "American Elevator and Grain Trade."

H. Lee Heidenreich, secretary of the Heidenreich Construction Company of Chicago, said recently that he regarded the result of the election as the preliminary to a great boom in the building line. Several of the railroads have been figuring on large elevators in South Chicago and Chicago, but have delayed negotiations for the result of the election.

The Lambert Gas and Gasoline Engine Company has removed its general offices from Indianapolis to Anderson, Ind., where the works are located. The company took advantage of a temporary lull in business preceding the election to perfect some improvements which will be seen on all engines going out hereafter. The consolidation of the works and general offices is the beginning of a systematic campaign for business that the company expects will result profitably. The company's new catalogue is in course of preparation, and will soon be ready for distribution.

The patent law of Mexico has been amended so that the owner of a patent is obliged to prove to the Department of Encouragement at the end of each five years of the life of the patent that, with a view of maintaining it for another five years, he has paid into the treasury the sum of \$50 at the close of the first five years, or \$75 at the expiration of ten years, and \$100 at the expiration of fifteen years. Persons who up to the promulgation of this law shall have lost their patents under section 3, article 37 of the law of June 7, 1890, may avail themselves of the benefits of this law to save their patents, provided they pay the proper fees within three months of such promulgation. But the patent thus revived is without prejudice to the rights acquired by other parties subsequently to the declaration of forfeiture.



## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since October 15 has been as follows:

October.	NO. 2+ R.W. WHT.		NO. 2 SFG WHT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 3 BARLEY.		NO. 1- FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.....	71	72 1/2	68	68	23 1/2	24 1/2	17 1/2	17 1/2	36	36	26 1/2	27	74 1/2	75
16.....	74 1/2	74 1/2	70 1/2	70 1/2	24 1/2	24 1/2	18	18	37 1/2	37 1/2	34	34	74	75
17.....	76	76			25	25 1/2	18 1/2	18 1/2	39	39			76 1/2	80
18.....														
19.....	80	80	75	78 1/2	25 1/2	26 1/2	18 1/2	19 1/2	40 1/2	41	27	29	74 1/2	76 1/2
20.....	75	79	74 1/2	74 1/2	23 1/2	24 1/2	18 1/2	18 1/2	37	39	25 1/2	26	72	74
21.....	78	78			22 1/2	23 1/2	17 1/2	17 1/2	36	36	26	30	70	71
22.....	75 1/2	76	70 1/2	70 1/2	22 1/2	22 1/2	17 1/2	17 1/2	34	34	31	31	70	72
23.....	75	75	70	70	23	23 1/2	17 1/2	18 1/2	34 1/2	35			71	72
24.....					23	23 1/2	17 1/2	18 1/2	34	34	30	31	71	71
25.....														
26.....					23 1/2	23 1/2	17 1/2	18	35	35			70	70
27.....					22 1/2	23 1/2	17 1/2	17 1/2	34 1/2	35	39	30	69 1/2	70
28.....			67 1/2	67 1/2	23	23 1/2	17 1/2	17 1/2	35	35			68 1/2	69 1/2
29.....	76	76			23 1/2	23 1/2	17 1/2	17 1/2	35 1/2	36			69 1/2	69 1/2
30.....	76 1/2	76 1/2	70	70	23 1/2	23 1/2	17 1/2	17 1/2	35 1/2	35 1/2			71	71 1/2
31.....			70	70	23 1/2	24 1/2	17 1/2	18	35 1/2	35 1/2			71	71
Nov.														
1.....	77 1/2	78			24	24 1/2	18 1/2	18 1/2	36	36 1/2	26 1/2	26 1/2	71	71 1/2
2.....														
3.....					24 1/2	24 1/2	18	18 1/2	36	37			73	74
4.....					23 1/2	23 1/2	17 1/2	17 1/2	36	36			70 1/2	71
5.....	78 1/2	85 1/2			23 1/2	24 1/2	18	18	36	36 1/2			71 1/2	72
6.....	84	84			24 1/2	24 1/2	18 1/2	18 1/2	37	37			74	74 1/2
7.....														
8.....	86	87	78 1/2	78 1/2	25	25 1/2	18	18	37 1/2	38			76	76 1/2
9.....	89	90			25	25 1/2	19 1/2	19 1/2	39 1/2	39 1/2			77 1/2	78 1/2
10.....	86	86	78 1/2	78 1/2	24 1/2	25 1/2	19	19 1/2	39 1/2	39 1/2			79	79
11.....	89	89			24 1/2	25 1/2	18 1/2	18 1/2	38	39			78 1/2	78 1/2
12.....	90	90			25 1/2	25 1/2	19	19	39 1/2	39 1/2			78 1/2	79
13.....	87	90 1/2			25 1/2	25 1/2	19	19	38	38 1/2			77 1/2	77 1/2
14.....														
15.....														

\*Holiday. +Free on board, switched and delivered. ‡On track to go to store.

During the week ending October 17 Prime Contract Timothy sold at \$2.52 1/2 @ 2.55 per cental. Prime Contract Clover Seed at \$8.00 @ 8.25. Hungarian at \$0.45 @ 0.60. German Millet at \$0.45 @ 0.60. buckwheat at \$0.60 @ 0.70 per 100 pounds.

During the week ending October 24 Prime Contract Timothy sold at \$2.50 @ 2.65 per cental. Prime Contract Clover Seed at \$8.50 @ 9.00. Hungarian at \$0.40 @ 0.60. German Millet at \$0.45 @ 0.65. buckwheat at \$0.65 @ 0.75 per 100 pounds.

During the week ending October 31 Prime Contract Timothy sold at \$2.45 @ 2.50 per cental. Prime Contract Clover Seed at \$7.50 @ 8.50. Hungarian at \$0.40 @ 0.60. German Millet at \$0.45 @ 0.65. buckwheat at \$0.55 @ 0.75 per 100 pounds.

During the week ending November 7 Prime Contract Timothy sold at \$2.50 @ 2.55 per cental. Prime Contract Clover Seed at \$7.75 @ 8.00. Hungarian at \$0.40 @ 0.60. German Millet at \$0.45 @ 0.65. buckwheat at \$0.55 @ 0.70 per 100 pounds.

## RECEIPTS AND SHIPMENTS AT NEW ORLEANS.

The receipts and shipments of grain, etc., at New Orleans, La., during the month of October, as compared with the same period of the preceding year, were, according to Hy. H. Smith, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	238,258	1,950	745,469	2,800
Corn, bushels.....	787,078	717,053	2,961,641	883,930
Oats, bushels.....	212,425	138,204	42,876	20,629
Rough Rice, sacks.....	148,141	275,882	84,284	216,745
Clean Rice, barrels.....	397	55	20,640	45,195
Flour, barrels.....	52,201	55,980	25,047	17,219

Following is Secretary Smith's account of the movement of rice to November 1: Rough rice, in sacks: Receipts since August 1, 301,481 in 1895; 503,167 in 1896. Distribution since August 1, 237,784 in 1896; 442,929 in 1895. Total stock in first and second hands: August 1, 83,223 in 1896; 45,469 in 1895; November 1, 146,919 in 1896; 105,707 in 1895; October 1, 83,062 in 1896; 46,570 in 1895. Clean rice, in barrels: Receipts since August 1, 2,064 in 1896; 55 in 1895. Sales reported since August 1, 55,262 in 1896; 96,080 in 1895. Total stock in first and second hands: No. 1, November 1, 16,041 in 1896; 17,580 in 1895; October 1, 12,653 in 1896; 13,175 in 1895; No. 2, November 1, 1,328 in 1896; 3,573 in 1895; October 1, 496 in 1896; 3,212 in 1895.

An authority on cotton seed as feed says that the very best feed is the cotton seed hulls and meal mixed made at the oil mills.

The coal companies at the head of the lakes are being greatly inconvenienced because of their inability to secure cars enough in which to ship their coal to western points. The grain trade has captured the bulk of the cars, and when they are thus used shippers object to them being used for coal, as it makes the wheat dirty. After the close of navigation wheat receipts will cease to a great extent, and coal men will be able to get all the cars necessary.—Marine Record.

## RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month of October, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	196,800	168,600	157,400	169,900
Corn, bushels.....	1,713,350	1,788,540	886,750	791,700
Oats, bushels.....	2,881,000	3,129,900	2,693,050	2,783,600
Barley, bushels.....	247,900	345,800	217,000	299,600
Rye, bushels.....	27,600	21,000	6,000	14,400
Mill Feed, tons.....	480	1,110	5,122	6,224
Seeds, pounds.....	270,000	3,300,000	300,000	1,836,360
Broom Corn, pounds.....	330,000	435,000	272,550	373,450
Hay, tons.....	1,040	5,410	504	2,000
Flour, barrels.....	27,825	22,650	27,600	29,850
Spirits and Liquors, bbls..	975	2,780	31,063	17,636
Syrup and Glucose, bbls..	4,300	1,074	37,081	42,432

## RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month of October, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by Lake.		Shipments by Canal.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	8,072,484	6,649,200	1,683,347	1,236,278
Corn, bushels.....	9,181,559	6,953,430	292,555	203,433
Oats, bushels.....	4,932,060	3,522,950	1,292,615	243,143
Barley, bushels.....	4,447,193	2,751,110	1,397,542	1,182,538
Rye, bushels.....	889,500	200,800	654,946	
Grass seed, bags.....	31,807	2,371	*1,168,572	
Flaxseed, bushels.....	1,734,512	1,434,468	*4,500,430	*18,123,143
Hay, tons.....	not rep't.	not rep't.		
Flour, barrels.....	1,586,353	1,317,670	6,313	700

\* Pounds.

## RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the month of October, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	12,944,970	14,471,490	973,140	2,856,940
Corn, bushels.....	146,810	36,720	7,840	6,790
Oats, bushels.....	1,451,860	895,880	1,253,850	368,760
Barley, bushels.....	1,043,590	238,250	331,360	28,660
Rye, bushels.....	112,610	48,940	56,610	20,250
Flaxseed, bushels.....	451,050	568,760	204,640	232,030
Hay, tons.....	2,164	2,288	46	48
Flour, barrels.....	12,548	14,309	1,517,074	1,209,682

## RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the month of October, as compared with the same period of the preceding year, were, according to F. W. Waring, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	492,264	296,015	304,925	296,048
Corn, bushels.....	128,862	107,134	30,345	27,716
Oats, bushels.....	362,871	222,602	75,271	19,466
Barley, bushels.....	92,455	71,976		
Rye, bushels.....	260,348	15,028	213,258	9,096
Hay, tons.....				
Flour, barrels.....	39,675	17,520	22,200	11,350

## RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month of October, as compared with the same period of the preceding year, were, according to C. B. Murray, superintendent of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	128,097	164,574	75,507	107,581
Corn, bushels.....	278,590	189,350	41,552	39,704
Oats, bushels.....	479,928	580,185	296,298	161,676
Barley, bushels.....	142,528	307,860	1,420	705
Rye, bushels.....	42,699	27,733	10,880	6,060
Clover Seed, bags.....	3,785	3,863	2,182	3,212
Timothy Seed, bags.....	9,837	11,520	4,917	3,648
Other grass seeds, bags..	1,798	6,161	3,746	4,867
Hay, tons.....	9,045	5,731	1,483	1,239
Flour, barrels.....	157,514	216,096	110,873	168,353
Malt, bushels.....	50,388	43,907	23,275	35,737

## RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during October, 1896 and 1895, of seeds, hay and broom corn:

Receipts.	Timothy lbs.	Clover, lbs.	Other Grass Seeds, lbs.	Flax-seed, bu.	Broom Corn, lbs.	Hay, tons.
1896.....	8,091,250	2,762,715	782,973	2,159,593	2,133,035	25,710
1895.....	6,214,124	565,785	497,660	2,326,484	2,975,323	36,129
Shipments						
1896.....	5,084,522	2,202,259	2,698,234	464,138	1,273,279	2,511
1895.....	5,199,089	235,137	817,568	1,307,165	1,167,595	5,144

## RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of October, as compared with the same period of the preceding year, were, according to George H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,234,968	1,451,742	632,318	758,902
Corn, bushels.....	3,136,660	3,143,348	2,702,772	441,334
Oats, bushels.....	1,361,886	1,848,376	672,925	626,765
Barley, bushels.....	337,542	621,742	11,416	4,655
Rye, bushels.....	82,530	67,288	61,283	44,260
Hay, tons.....	16,451	28,337	4,941	13,824
Flour, barrels.....	168,520	123,695	231,674	213,453

## RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month of October, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	1,594,017	1,307,761	1,542,084	1,181,798
Corn, ".....	17,161	21,490	317	1,839
Oats, ".....	86,608	83,988	3,130	966
Barley, ".....	746,895	502,636	648,749	393,850
Rye, ".....	75,897	4,724	57,151	.....
Flaxseed, bushels.....	8,120	38,554	.....	.....
Hay, tons.....	12,069	12,122	823	.....
Flour, barrels.....	154,381	106,368	103,450	91,941



## INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of October, 1896, was graded as follows:

Railroad.	WINTER WHEAT.									
	White.			Hard.			Red.			No G'de.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	2	2	3	91	434	35	59	178	22	
C. R. I. & P.	2	1	2	14	117	11	25	67	16	
Chicago & Alton				2	55	5	13	36	9	
Illinois Central				4	8	7	9	31	9	
Freeport Div., I. C.										
Galena Div., C. & N. W.				11	29		4	7		
Wis. Div., C. & N. W.	4	1				8	2	1		
Wabash			1	4	5	2	13	23	3	
C. & E. I.					1	4	23	24	19	
C. M. & St. P.	15	6				11	6	4	1	
Wisconsin Central										
Chicago & Great West				7	160		1			
A. T. & S. Fe.				53	435	6	17	65	2	
E. J. & E.				41	111		2	24		
Through and special					12	13	13	14	1	
Total each grade	23	10	6	227	1370	102	187	474	65	
Total winter wheat			40		1597				828	

\* No grade.

Railroad.	SPRING WHEAT.									
	Colo- rado.		Northern.		2		3		4	
	2	3	2	3	2	3	2	3	2	3
C. B. & Q.					104	1367	35	2	8	28
C. R. I. & P.					2	290	127	8		6
Chicago & Alton										
Illinois Central						18	2			
Freeport Div., I. C.						146	14			
Galena Div., C. & N. W.	21				6	1217	188	2	1	1
Wis. Div., C. & N. W.					3	24	7			
Wabash						16	1			
C. & E. I.										
C. M. & St. P.					5	1132	73	9	5	6
Wisconsin Central										
Chicago & Great West					27	15	2		1	1
A. T. & S. Fe.						2	6			
E. J. & E.					8	104	26			
Through and special					*1	181	49	2		
Total each grade	21		2	334	4271	483	28	935	118	
Total spring wheat	22						5,118		44	19

\* No grade.

Railroad.	CORN.									
	Yellow.		White.		2		3		4	
	2	3	2	3	2	3	2	3	2	3
C. B. & Q.	2,180	157	200	36	3,858	486	159	30		
C. R. I. & P.	938	104	34	9	1,911	747	135	6		
Chicago & Alton	859	121	182	35	546	64	80	11		
Illinois Central	471	35	131	21	214	48	8			
Freeport Div., I. C.	225	16	6	1	371	35	4	1		
Galena Div., C. & N. W.	826	41	51		940	54	79	2		
Wis. Div., C. & N. W.	3	1								
Wabash	213	16	106	33	115	36	18			
C. & E. I.	213	16	97	2	207	28	92			
C. M. & St. P.	547	83	14	6	1,191	323	49			
Wisconsin Central										
Chicago & Great West	85	10	5		230	8	4			
A. T. & S. Fe.	356	24	44	3	339	64	21	4		
E. J. & E.	585	82	52	6	974	107	14			
Through and special	624	49	8	3	471	75	20			
Total each grade	8,155	755	930	155	11,368	2075	743	72		
Total corn								24,253		

Railroad.	OATS AND RYE.									
	OATS.					RYE.				
	White.			2		3		4		No G'de.
C. B. & Q.	19	448	98	1012		39	219	89	24	
C. R. I. & P.	28	533	11	1297		81	60	63	18	
Chicago & Alton	2	19	4	406		11	7	5	2	
Illinois Central	5	20	27	1254		140	4	12	1	
Freeport Div., I. C.	75	330	38	255		12	19	10		
Galena Div., C. & N. W.	86	1356	74	876		6	89	32		
Wis. Div., C. & N. W.	87	219	8	17	2	3	4			
Wabash	1	13	14	639		35	7	4	3	
C. & E. I.	4	19	64	850		9	8	16	1	
C. M. & St. P.	278	1047	115	652		20	154	37		
Wisconsin Central										
Chicago & Great West	21	411	58	139		18	11		2	
A. T. & S. Fe.	10	22	33	217		1	6	10		
E. J. & E.	11	118	1	147		1	14	2		
Through and special	13	81	12	160		10	39	18	1	
Total each grade	640	4644	539	7922		2	368	650	52	
Total oats and rye						14115			1,011	

\* White Clipped.

Railroad.	BARLEY.									
	Hay Breeding.					Chevalier.				
	3	3	2	3	4	5	No Grade.	Total No. Cars	all Gr'n by Roads	
C. B. & Q.			4	167	150	11		11,660		
C. R. I. & P.				422	418	184		7,702		
Chicago & Alton								2,474		
Illinois Central								2,547		
Freeport Div., I. C.				106	385	13		2,062		
Galena Div., C. & N. W.			17	786	280	15		7,099		
Wis. Div., C. & N. W.			9	356	54	11		830		
Wabash								1,323		
C. & E. I.								1,700		
C. M. & St. P.			1	640	578	27		7,041		
Wisconsin Central								14		
Chicago & Great West				95	163			1,474		
A. T. & S. Fe.				8	29	3		1,781		
E. J. & E.				3	24	7		2,471		
Through and special				28	14	1		1,904		
Total each grade			32	2,613	2,096	272		52,082		
Total barley								5,035		
Total grain, cars								52,082		

## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Nov. 7, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany	40,000		100,000		30,000
Baltimore	651,000	1,163,000	1,649,000	144,000	
Boston	1,778,000	338,000	201,000		
Buffalo	1,902,000	404,000	168,000	141,000	969,000
do. afloat					
Chicago	15,599,000	6,463,000	3,135,000	787,000	357,000
do. afloat					
Cincinnati	1,000	4,000	12,000	4,000	44,000
Detroit	498,000	44,000	58,000	50,000	103,000
Duluth	5,979,000	53,000	541,000	408,000	1,089,000
do. afloat					
Indianapolis	221,000	125,000	4,000		
Kansas City	548,000	34,000	112,000	8,000	
Milwaukee	458,000	4,000	4,000	86,000	118,000
do. afloat					
Minneapolis	17,442,000	9,000	220,000	5,000	32,000
Montreal	542,000	50,000	513,000	14,000	64,000
New York	7,162,000	4,615,000	3,032,000	430,000	555,000
do. afloat			83,000	43,000	90,000
Oswego					20,000
Peoria	200,000	81,000	564,000	21,000	8,000
Philadelphia	490,000	1,101,000	197,000		
St. Louis	3,132,000	302,000	89,000	42,000	6,000
do. afloat					
Toledo	755,000	153,000	439,000	99,000	
do. afloat					
Toronto	217,000		54,000		61,000
On Canals	424,000	421,000	355,000	191,000	415,000
On Lakes	1,844,000	3,678,000	912,000	197,000	1,951,000
On Miss. River	80,000	58,000	1,000		
Total	59,923,000	19,294,000	12,443,000	2,670,000	5,942,000
Corresponding date 1895	86,936,000	4,627,000	5,289,000	1,160,000	3,840,000

## WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the nineteen weeks ending Nov. 7, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis	8,619,000	7,438,000	7,713,000
Toledo	4,686,000	3,943,000	11,334,000
Detroit	1,807,000	1,413,000	2,652,000
Kansas City	4,642,000	4,824,000	5,158,000
Cincinnati	557,000	497,000	516,000
Winter	20,311,000	18,115,000	27,374,000
Chicago	14,678,000	11,602,000	18,893,000
Milwaukee	4,500,000	4,531,000	2,912,000
Minneapolis	30,383,000	32,800,000	25,545,000
Duluth	30,996,000	25,910,000	17,835,000
Spring	80,657,000	74,843,000	65,185,000
Total, bus. 19 weeks	100,968,000	92,958,000	92,559,000

Receipts at Minneapolis this season include some wheat appearing again in Duluth receipts.

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 15 months ending with October, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1896-97.	1895-96.	1896-97.	1895-96.
August.....	1,770,160	1,257,850	1,060,659	538,860
September.....	1,627,480	1,799,050	1,399,514	1,159,128
October.....	2,014,920	1,957,450	515,159	1,026,467
November.....		1,202,300		462,422
December.....		817,650		452,984
January.....		493,900		214,513
February.....		359,700		189,892
March.....		384,450		303,301
April.....		247,500		259,137
May.....		273,350		447,311
June.....		237,600		257,531
July.....		409,750		546,239
Total bushels.....	5,412,560	9,458,550	2,975,331	5,857,788



# COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

## BEST WISHES FOR ORGANIZATION.

*Editor American Elevator and Grain Trade:*—I hope that a complete organization of the Grain Dealers' National Association will be effected.

Yours truly, CHAS. HUBBELL.  
Bradshaw, Neb.

## PLEASED WITH PROSPECT OF ORGANIZATION.

*Editor American Elevator and Grain Trade:*—I am glad to see there is prospect of a Grain Dealers' National Association. I want to attend the meeting at Chicago November 9.

Yours truly, F. M. CUTLER.  
Carthage, Ill.

## WILL JOIN.

*Editor American Elevator and Grain Trade:*—I am in hearty approval of the movement and wish to be enrolled as a member. I will subscribe to its constitution and by-laws.

Yours very truly, J. W. THOMAS.  
Home, Kan.

## IN THE RIGHT DIRECTION.

*Editor American Elevator and Grain Trade:*—We think the movement for the organization of the Grain Dealers' National Association is a step in the right direction, and it ought to be pushed along.

Lebanon, Ind.

## GREAT GOOD WILL RESULT.

*Editor American Elevator and Grain Trade:*—I am in sympathy with the movement and think great good will result from the organization of a national association. Wishing you all possible success, I am,

Very truly yours, G. A. STIBBENS.  
Coburg, Iowa.

## WILL GIVE HEARTY SUPPORT.

*Editor American Elevator and Grain Trade:*—We will give the Grain Dealers' National Association our support in any way we can. We wish our name presented to association for membership. And if we are not present we will have it presented.

Yours, etc., WM. MAXWELL & SON.  
New Berlin, Ill. R. E. Maxwell.

## WILL HELP ALONG THE WORK.

*Editor American Elevator and Grain Trade:*—I am sorry to say it will be impossible for me to attend the meeting of grain dealers in Chicago. I will gladly do all in my power to help the organization along, and hope your efforts will succeed.

Yours very truly, H. F. KORRER.  
Mora, Minn.

## REGRET INABILITY TO ATTEND.

*Editor American Elevator and Grain Trade:*—We are sorry we cannot be represented at the contemplated meeting of grain dealers in Chicago on the 9th inst. We inclose \$1.00 for one year's subscription to the "American Elevator and Grain Trade."

Very truly, ERICSON & LARSON CO.  
Story City, Iowa.

## A CHARTER MEMBER.

*Editor American Elevator and Grain Trade:*—I fully intended coming to Chicago on the 9th, but my elevator is full of corn and cars are very scarce. This obliges me to stay here and look after business. Please enter my name as a charter member.

Yours, J. M. BRAFFORD.  
Frankfort, Ind.

## WILL HELP THE WORK ALONG.

*Editor American Elevator and Grain Trade:*—We think that no one should be allowed membership in the Grain Dealers' National Association unless they are actually operating country elevators. We have noticed from some of the lists names of members who were not operating country elevators. We wish to help the deal along as much as possible.

Yours truly, ST. PAUL AND KANSAS CITY GRAIN CO.,  
J. W. Adams, Secretary and Treasurer.  
Minneapolis, Minn.

## HEARTILY IN ACCORD WITH THE MOVEMENT.

*Editor American Elevator and Grain Trade:*—I am heartily in accord with the movement and am sure it will be beneficial to the trade generally. There should be a suitable remuneration for elevator men over transient shippers; remedy for shortages and more prompt and just settlement of claims; reciprocal demurrage charges and mutual elevator insurance. The millers have been phenomenally successful in the latter, reducing premiums fully

half. These are the especially important features, I think. I should suggest semi-annual meetings at least.

Yours truly, H. E. KINNEY.  
Indianapolis, Ind.

## STEP IN THE RIGHT DIRECTION.

*Editor American Elevator and Grain Trade:*—We congratulate you upon the prospect of the great effort you have made in organizing a national association. You can count upon us as an applicant for membership, as we think it a step in the right direction.

Yours truly, C. D. NAPP.  
Sidney, Iowa.

## MOVE IN THE RIGHT DIRECTION.

*Editor American Elevator and Grain Trade:*—We hope to be represented at the meeting of grain dealers in Chicago by some one who will be able to attend from this line. It is a move in the right direction and should have the support of every regular grain dealer.

Yours truly, H. H. DWIGHT.  
Rock Valley, Iowa.

## WILL BE GLAD TO JOIN.

*Editor American Elevator and Grain Trade:*—We should be glad to join an association of grain dealers, as we believe much good can be accomplished by union. The program is a good one. We regret we cannot be present. Hoping the meeting will be the beginning of much good.

Truly yours, LA CROSSE LUMBER AND GRAIN COMPANY.  
La Crosse, Kan.

## ADMIT ALL SHIPPERS.

*Editor American Elevator and Grain Trade:*—Kansas City, Mo., would be my choice for a meeting of the Grain Dealers' National Association, and any time in November after the election. In my opinion all grain dealers who are doing a shipping business should be admitted to membership.

Very truly yours, W. M. MITCHNER.  
Rossville, Kan.

## BELIEVES IN CONCERTED ACTION.

*Editor American Elevator and Grain Trade:*—I assure you I am in sympathy with the movement of forming a national association of grain dealers. I trust I will be able to identify myself with the association soon. I have been in the grain business for 22 years and realize the necessity of concerted action.

Yours truly, J. E. STOTT.  
Pringhar, Iowa.

## WISHES FOR SUCCESS.

*Editor American Elevator and Grain Trade:*—I notice that you have a great many interesting subjects to discuss at the meeting of grain dealers at Chicago. I think they cover about everything. At least I don't think of anything new just now to suggest. I regret that it will be impossible for me to attend. Wishing you success.

Yours truly, J. B. WUESTER.  
Home City, Kan.

## GRAIN STORAGE CONTRACTS.

*Editor American Elevator and Grain Trade:*—It has been our custom to store grain at our elevators and issue certificates for it. We submit herewith one of our printed contracts for storage. We have used this form of certificate right along and secure a good deal of corn for storage in the manner indicated by it. There may be objectionable features in this

blank, but it is the best we have been able to get. If any other dealers have contract blanks materially differing from this we would like to see them in the "American Elevator and Grain Trade."

Yours truly, E. R. ULRICH & SON.  
Springfield, Ill.

## MUST GET RID OF SCALPERS AND SCOOP SHOVEL MEN.

*Editor American Elevator and Grain Trade:*—My best wishes are with you and I feel sure that what is done will be done for the best interests of the grain dealers. I would suggest that the membership be confined to parties who operate elevators of not less than 3,000 bushels' capacity. The scalping element is what we want to get rid of as well as the scoop shovel brigade.

Respectfully yours, K. DOCKSTADER.  
Lenox, Iowa.

## MEMBERSHIP PROBLEM SHOULD BE DISCUSSED.

*Editor American Elevator and Grain Trade:*—It is very hard to say who should be admitted to membership in the Grain Dealers' National Association. The question will require some discussion. We would suggest November 11, at Kansas City, Mo., the date and place for holding the meeting. The 9th comes on Monday, and it would be hard for some to get away so early in the week.

Yours, JACKSON & TAYLOR.  
Corning, Kan.

## ORGANIZING IN NEBRASKA.

*Editor American Elevator and Grain Trade:*—There was a good attendance of grain dealers at our recent meeting and a state organization was effected. We will meet again at Lincoln, Neb., on October 21, to perfect our state organization and to organize district associations. The state will be divided into four districts and each district organization will be subject to the state association.

Very truly yours, WM. COON.  
Elmwood, Neb.

## WORKING TO HELP ALONG THE MOVEMENT.

*Editor American Elevator and Grain Trade:*—Sickness prevented my attending the meeting of grain dealers at Chicago. I will cheerfully meet any assessment necessary to make our organization effective. I think every member should make an especial effort to enlist all of his neighboring grain dealers. I shall see personally or correspond with all in this vicinity. My best wishes are with you.

Very truly yours, J. B. WARD.  
Gardner, Kan.

## WILL HELP.

*Editor American Elevator and Grain Trade:*—I cannot be with you on the 9th on account of sickness. I am sure you are going to get started in good shape. Later I will try to do my part to make the association grow. I have been too much upside down to be able to offer any suggestion now, but assure you I shall do all I can to help along, believing it a start that should have been made years ago.

Yours truly, R. R. PALMER.  
Creston, Iowa.

## A GOOD MOVE.

*Editor American Elevator and Grain Trade:*—We notice that some of the trade object to scalpers being members of the Grain Dealers' National Association. If the majority of those who meet feel the same way, it will not change our opinion. We believe it a good move, even though nothing is accomplished save getting acquainted with each other. There seems to be too much jealousy among the

....., Ill.,.....189..

## THIS CONTRACT CERTIFIES:

That.....has deposited with E. R. ULRICH & SON the following grain, on conditions set forth in following contract: ..... Bushels No....  
.....Bushels No.....on which he is to pay for keeping and insurance, until sold, 1¼ cents per bushel per month on Wheat; 5/8 cent per bushel per month on Corn and Oats. Storage to begin.....It is hereby agreed that said .....is to sell above grain to E. R. ULRICH & SON, and at such time as he may choose, and that he is to receive such prices as E. R. ULRICH & SON are paying for same grade of grain, at same time and place. It is understood that this contract is NOT NEGOTIABLE or TRANSFERABLE, and in no case will grain be returned. It is also agreed, that in case advances are made on said grain, when value of grain less expenses accrued on same shall equal amount of advance and interest, then E. R. ULRICH & SON may settle and close out same with or without the consent of depositor.



grain buyers, each one trying to handle everything in sight, bidding up on his neighbor, etc. The subject of weights and grade will more than likely be discussed. We venture the opinion that the people who have the latest improved machinery for handling will do the least complaining.

Wishing you success.

GREENVILLE GRAIN CO.,

Greenville, Ohio.

E. A. Grubbs.

#### STATE ASSOCIATIONS SHOULD APPOINT DELEGATES.

*Editor American Elevator and Grain Trade:*—Regarding the meeting for the organization of the Grain Dealers' National Association, the proper course would be for state associations to appoint delegates.

Nebraska has a new association. It was temporarily organized at Omaha, October 10, and the organization was perfected at a meeting held at Lincoln, October 21.

Yours,

M. McSWINEY.

Dawson, Neb.

#### ADMIT NONE BUT REGULAR DEALERS.

*Editor American Elevator and Grain Trade:*—I favor St. Louis, Mo., November 9, as the place and time for a meeting to organize the National Association. I do not believe in admitting anyone who is not a regular grain dealer. I do not think it would be right to refuse membership to regular established dealers at any point because they did not own a warehouse or elevator, as some may have other business in connection.

Yours truly,

E. J. SMILEY.

Dunavant, Kan.

#### IN SYMPATHY WITH THE MOVEMENT.

*Editor American Elevator and Grain Trade:*—I am in hearty sympathy with the movement of forming a national association. I believe such an association will be beneficial to all who are interested in the grain trade. I am not in favor of limiting membership to country dealers, but for taking in all reputable commission firms and perhaps others who are directly interested in the business. I regret to say it looks as if I would be unable to attend the meeting.

Yours truly,

E. S. GREENLEAF.

Jacksonville, Ill.

#### ADMIT DEALERS IN BUSINESS ONE YEAR.

*Editor American Elevator and Grain Trade:*—I am heartily in favor of organizing a Grain Dealers' National Association. I would suggest Kansas City, Mo., as a good point at which to organize, as it is a centrally located grain market. I am in favor of all grain men who have been in the business one year or more, and who are doing business in their own name, being admitted to membership. I know of no time more suitable than November 9 for holding a meeting.

Yours truly,

W. Z. WILSON.

Crisfield, Kan.

#### THE WISEST STEP.

*Editor American Elevator and Grain Trade:*—We will join the Grain Dealers' National Association, the organization of which we believe to be one of the wisest steps the elevator and grain trade has ever taken. We esteemed it especially important in view of the fact that it will probably lead to a mutual grain dealers' insurance association, and that it will put the grain shippers in position to be recognized on important matters in railroad circles, and before national committees on subjects touching our interests.

Yours truly,

HARTLEY BROS.

Goodland, Ind.

#### SHIPPING AT TACOMA.

*Editor American Elevator and Grain Trade:*—According to the report of the harbor master of the port of Tacoma, Wash., for the month of October the total exportation of breadstuffs was as follows: Wheat, 344,532 bushels, valued at \$255,062; flour, 32,008 barrels, valued at \$84,923. Coastwise shipments of wheat 3,810 tons, of flour 1,025 tons. The inward registered tonnage was 73,057, inward cargoes 13,268 tons; outward registered tonnage 138,828, outward cargoes 64,220 tons. Deep sea arrivals 53, departures 43.

SAMUEL COLLYER.

Secretary Chamber of Commerce.

Tacoma, Wash.

#### ADMIT ESTABLISHED DEALERS AND ELEVATOR MEN.

*Editor American Elevator and Grain Trade:*—I notice several communications regarding the organization of a Grain Dealers' National Association from brothers in the grain trade. I want to say that I think this is a move in the right direction. In my opinion the proper method to be employed is for the grain dealers of each state to organize an association, and each state organization be a member of the national association. In this way membership would be in reach of every eligible grain dealer. It would be best to admit only established grain dealers and country elevator men. I am in favor of the first meeting being held December 1, at St. Louis, Mo.

I would be glad to hear from others in regard to the organizing of state associations. I wish the movement success.

Yours,

J. H. KARNES.

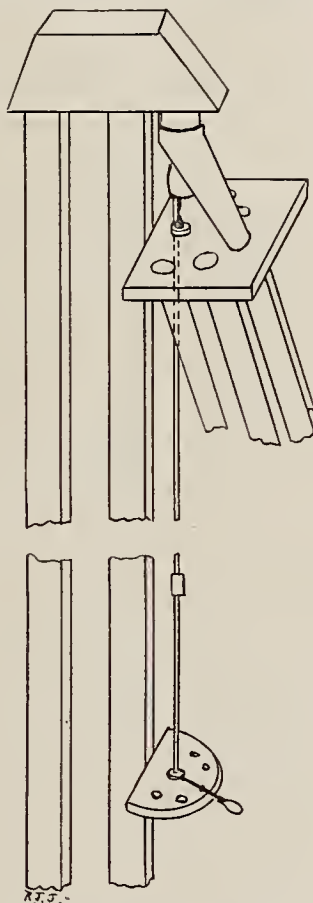
Labette, Kan.

#### ELEVATOR TURNHEAD AND BIN INDICATOR.

*Editor American Elevator and Grain Trade:*—Every elevator man realizes the necessity of having an arrangement whereby he can change his elevator discharge so that he can run his grain into any number of bins he chooses without having to go to the top of the building every time he wants to change from one bin to another. The elevator I have charge of has 12 bins. When I took charge I found that every time I wanted to spout to another bin than I had been doing, I had to climb clear to the attic.

This caused me a great deal of trouble, so the manager and I conceived the idea of putting in a swivel spout. We constructed the arrangement shown in the accompanying drawing, and the whole thing complete, counting lumber for platform, spouting, gas pipe and all, did not cost over \$3. No more convenient arrangement could have been made.

Any tinner can make the spout out of galvanized iron, which will cost about 75 cents. To construct the appliance cut from a 1¼ or 1½-inch board a square just the size of the discharge of the elevator. It can be either set in or allowed to lap over the side boards which form the discharge of the elevator, as desired. With a compass-saw saw out a



circle 6 or 8 inches in circumference. Take a strip of sheet iron, say 2½ inches wide, out of which make a thimble that will fit closely into the hole with the upper edge even with the upper edge of the board and the lower edge extending about 1 inch below. The mouth of the swivel should be made so that it will slip over this and work freely and easily. The drawing shows the spout in position.

The height of the spout platform will depend upon the pitch the swivel is given. And the greater the number of spouts the greater the radius of the swivel discharge circle must be. The spout platform can be built out of common flooring, and it can be swung from the rafters if the elevator head is near the roof. Describe a circle for the inner line of the swivel discharge and one for the outside. Between these lines cut holes for the spouts. Cut the bevel of the spouts the right pitch and fasten to the under side of the platform.

To fasten the turning rod on the swivel spout have a piece of ½-inch iron 2½ inches square with a hole in the middle having a thread to fit on a piece of gas pipe, which is used to turn the spout. Have the corners of the piece of iron hammered thin and rivet holes punched so it can be riveted to the spout. Then screw the pipe in the hole in the iron. The pipe is extended through to the lower floor. Cut out a circular board and fasten it to the leg of the elevator, where the pipe ends. Bore a hole half through the board in the center. Screw a tee-joint to the end of the pipe and screw in the lower end of the tee a short piece of pipe with a thread 1½ inches long. Let it enter the hole in the board far enough to allow the lower end of the tee to rest on the board, the hole being just large enough to admit the short piece of pipe. This will keep the rod in place and make it firm.

Take a piece of pipe, say 12 or 15 inches long and

insert it in the square of the tee. In the outer end of this piece drill a small hole for a pin. On the edge of the board describe a circle and bore holes, one for each spout. Be sure to set the spout correctly for each bin before marking it on the board below. Then mark each peg hole to correspond to the number of the bin the spout is turned to.

J. B. LINDSAY.

Warrensburg, Mo.

#### ADMIT DEALERS IN TWO CROPS.

*Editor American Elevator and Grain Trade:*—We will not be able to be present at the first convention of the Grain Dealers' National Association; but we want to express our earnest cooperation in any organization that may benefit the regular grain dealers. We know from experience the annoyance that a scalper whose only investment is a couple of scoop shovels and a liberal supply of wind can cause a regular dealer. We think that only those who have bought grain or seeds continuously at one place as long as 18 months (or for two crop years) should be admitted to membership.

We inclose \$1 for the "American Elevator and Grain Trade" for one year.

Yours truly,

M. REED & SON.

Drexel, Mo.

#### ONLY REGULAR DEALERS SHOULD BE ADMITTED.

*Editor American Elevator and Grain Trade:*—I will not be able to attend the Grain Dealers' National Association meeting, but am willing to stay by whatever the majority may decide upon. I am in favor of the meeting being held after election; November 9 would be suitable. At least we should get organized before new corn moves much. Chicago is a good place to meet. I am in favor of admitting to the Association only regular grain dealers of good standing and responsible dealers who buy the year round, admitting no track buyers or scalpers. In fact, members should have at least one elevator in their own name. I would like to attend the meeting, but circumstances prevent me from doing so.

Yours truly,

G. C. DOEHLING.

Bruno, Neb.

#### PUSH THE WORK.

*Editor American Elevator and Grain Trade:*—We are in hearty sympathy with the movement of organizing a Grain Dealers' National Association. The most important thing with us is to get rid of the scoop shovel brigade. Men who ship one or two cars in a year should not have the same treatment as men who own or rent grain houses and have been in the business one or more years. We own our warehouse and have another rented. Taxes and insurance are considerable. It should be arranged so that scalpers could not get the same freight rates and treatment from railroads that we do. Anything the meeting does along this line will meet with our hearty approval. We would like to say one thing on the subject—push the matter along. We are with you.

Yours truly,

A. MATTHEWS & CO.

Montfort, Wis.

#### WILL JOIN THE NATIONAL.

*Editor American Elevator and Grain Trade:*—We suggest Kansas City as a good point at which to hold the meeting. There are two good associations in Nebraska, the Nebraska Grain Dealers' Association, and the Southwestern Nebraska Grain Dealers' Association. The first named takes in all the territory east of Hastings, Neb., and south of the Platte River, the other all the territory in the state west of Hastings and south of the Platte River. If the National Association is to be organized it should be done at once, and we would suggest November 11 as a good date. If the meeting is held at Kansas City there will be a larger attendance than if it is held at Chicago, as Iowa has two or three associations, Missouri two, Kansas one, and Nebraska two. We are of the opinion that 75 per cent. of the people who will join the association are doing business west of the Mississippi River.

We are members of both of the Nebraska associations, although all our elevators are in the territory of one. Our associations have done a wonderful amount of good, and we will join all that are organized.

Yours,

SMITH & CONKLING.

Minden, Neb.

#### FEEDING OIL MEAL.

*Editor American Elevator and Grain Trade:*—On page 447 of the June number of the "American Elevator and Grain Trade" is an article on feeding oil meal, in which it is stated there have been complaints from those who have been feeding oil meal. As we are the only manufacturers of linseed oil by the Evans Process, commonly called "New Process," we wish to emphatically deny that our meal product is as stated in your article—"Decidedly inferior, particularly on account of the chemicals used in extracting the oil." We use no chemicals in our process of making oil from flaxseed, and the residual flax meal has a much higher percentage of protein, consequently more feeding value, than any other in the market. More than that, it is in great favor



with stock-feeders, particularly those who feed cows, and our sales of it amount to thousands of tons yearly, largely to the experienced dairy farmers of the Eastern States, who are good judges of what constitutes good feed.

We feel that in justice to our product the statement made in the "American Elevator and Grain Trade" should at least be amended:

Yours truly,

THE CLEVELAND LINSEED OIL CO.  
Chicago, Ill.

#### ELEVATOR MEN ONLY.

*Editor American Elevator and Grain Trade:*—I regret that I cannot be with you at the convention, but I hereby pledge my support and assistance in the furtherance of the cause of the Grain Dealers' National Association. You can put me down as one of its members. I would suggest that only dealers who have elevators or large warehouses should be admitted, and that all other dealers, and commission men, be excluded, and especially scalpers. Wishing for the success of the National, I am,

Very respectfully, H. A. KOSTER.  
Platte City, Mo.

#### THE NATIONAL ASSOCIATION.

*Editor American Elevator and Grain Trade:*—I notice a good many suggestions in your issue of October in regard to the manner and method to be followed in the organization of the national association of grain dealers. They are all good, and I would judge from their tenor that the whole trade is suffering from the ills that prevail in this section of the country. There are several things that have not been spoken of yet, which I would like to bring up. They will, to some extent, be along the line of my thoughts on the question as to who is entitled to membership. After we have decided as to the proper selection of members, what will be the best method of securing as large a membership as possible among the grain men?

In an association the size of this one, or at least the size that we hope that this one will be, and the large territory that it will cover, it would be advisable to divide it into sections, I would suggest by states. Each state should have a complete organization with a board of directors to be composed of, say, three or five men; or, if it is seen fit the local work might be placed in the hands of a state secretary. The object of this division is to allow the state associations to have control of all local matters, and to secure as large a membership as is possible in their respective states, conforming to the lines that may be laid down for the admission of members.

By this method we will be able, by placing this work in the hands of one or more who are acquainted with the locality or state in which they live, to push the work. They can select members better, because they will be acquainted with the people engaged in the business and the conditions which surround the trade in their sections. In most of the states the laws are different as to transportation, liens, etc., and by having this exact knowledge of the conditions existing there the local dealers would be better able to push the work with concerted action, and to make recommendations to the main body as to any action that should be taken.

I would suggest that in territory already covered by state or local organizations the membership be confined to their members. They are on the ground and have organized; in doing so have worked for the removal of all of the objectionable features of the trade in that locality, and by taking their membership we would secure only the ones who, in their estimation, were entitled to be recognized as grain dealers. Of course where there are no associations the membership is small, or where an association is not thoroughly organized, it should be placed in the hands of the state division, and the work conducted for the best results possible. I believe that if we do not adopt this plan of dividing up the work certain elements will in time find their way into the association, and will prove a detriment to it. No one general head would be able to overlook all the large territory that we will have, or all of the different conditions existing; but one or more men on the ground could do so.

I think that it might be well to call to mind some of the conditions existing in the grain trade in general at this time, and which have obtained for some years past. My experience in the grain trade dates back to 1880, when I was located with my father in Northwestern Missouri. At that time under the existing laws it was possible for those engaged in the business, through agreements with the railroads personally and through organizations, to secure certain concessions in the way of rates and leases, so that they protected every person who engaged in the business in such a manner that he or they could make money. These conditions placed the trade on a good footing, made for it the reputation it had for being a money-maker, but which it has lost. By barring out outside shippers, by favorable leases, and by protection from undue competition at stations where they would invest money dealers were enabled to make a living. By those same leases they were compelled to make the in-

vestment, for if they did not then they were not considered regular dealers, and did not receive the benefits of any arrangements that were made.

This condition of affairs existed up to the time that the interstate commerce law was passed. Since then anyone who desired to load a car of grain could secure the same privileges from the railroad companies that a regular dealer could, setting aside the fact that the latter may have made an investment, and that he might furnish to the railroad 300 to 400 cars of grain per year for transportation to the other party's one, and that he loaded free of cost to the railroad. He could get his order filled for cars as quickly as the regular dealer could—in fact, quicker in some places, for the reason that the dealer could store his grain and wait till cars came. If the railroads were slow in furnishing cars to the shipper of the one car, there would be a case before the Interstate Commerce Commission for discrimination against him, or that farmer would see to it that there was a law passed in his home legislature to correct the trouble. So, under the conditions as they seem to exist under this new law, and the fact that it annulled all arrangements that were in vogue prior to its passage, the grain men gradually separated and became disbanded. At that time they did not recognize the fact that they could keep up their organizations, and by working with the receivers bar out the outside buyer at least.

For the time matters went along after a fashion. In a great many localities there were crop failures, business was poor, the owners of elevator property were discouraged, buildings burned down and were not rebuilt, farmers would come to town and go to buying grain and shipping, until in a great many instances the elevator man closed his place of business or added to it some other line to keep it up. In this way the trade has existed up to the present time.

This state of affairs brought along another evil. Owing to the manner in which the grain business was conducted it did not appeal to the railroad companies for their consideration in any way. They knew they would get the grain from someone. It was in the country, and would have to be hauled out. There was no one else to do the hauling, and it would have to go on whatever terms and conditions they saw fit to impose. They offered us a contract for the hauling of the grain, and we signed it. Why? If we did not, and refused to furnish them any grain on that condition, there were others who, not knowing what those conditions meant, or not caring, always stood ready to furnish the grain. So we had to comply with those terms or quit the business, and where we had an investment we could not do the latter.

On account of the fact that we had no protection the margins on which we had to work were cut down to the amount we could handle the grain for and get out even. The man who had nothing at stake would jump in and place a price on grain that would cause us a loss if we met it. In a short time he would quit because he could not make anything at the business, but there was always some other fellow ready to step in and take his place, thus keeping us down to the last notch all the time. This free-for-all business not only ended in our having the outside buyer to contend against, but when a farmer could not get an offer within one-half cent of what it would net on track, he would take and ship the grain himself, and secure as good terms and conditions both from the railroad and the receiver as we could. It also ended in each grain man coming to the conclusion that every other grain man was his mortal enemy, and the thing to do was to get ahead of the other man.

These conditions, and a great many more too numerous to enumerate, have existed in different degrees of intensity over the country till to-day. I think I am safe in saying, there is not another line of business which is in as disorganized a condition as the grain trade. A man engaged in the business to-day is absolutely alone. He is waging an almost hopeless fight at home. He is fighting his neighbor dealers, when they should be friendly. He is not fighting the railroads, because that would be useless. And this fight will end in the sheriff getting what he has unless something is done for his relief.

The first to realize that they could still protect themselves after the passage of the interstate commerce law were the dealers of Illinois. They organized some years ago, and took the strong position that, by careful selection among the shippers and enlisting the receivers in the work, they could form an organization that could control the question of what class should be recognized in the business. From all reports they have met with a great degree of success. The business in that state is in a fair state of prosperity since that organization became effective. The next who took up this idea were the dealers of Northwestern Iowa. They have met with a good deal of success. Next came the Grain Dealers' Association of Central Iowa, working on the same lines. Following these came the dealers in Southwest Iowa and Northwest Missouri, next the dealers of Nebraska.

I am well acquainted with the work of the Grain Dealers' Association of Southwest Iowa and Northwest Missouri, and with its success. I have been identified with it since its organization. It has been

successful beyond anything we had hoped for in the time that it has been at work. We have succeeded in controlling the people who are engaged in the business, we have enlarged the margins and are recognized by the railroads with whom we do business in a manner that will bring us relief in a good many ways. Others will follow this same idea. Before I leave the matter of the smaller associations I want to say that although this larger association will have to be worked out on the lines of the smaller ones, we do not want to disband any of them, as they are doing a work that the larger one cannot possibly reach. The national association will do a class of work that cannot be attempted by the smaller ones. For that reason each member of the local associations should identify himself with the national association, and thus by concentrating all our efforts we will reach a class that we could not otherwise.

Taking all of these things into consideration, it becomes apparent what we hope to accomplish by this movement, and the methods that we will have to pursue to bring about the desired results. Those among us who should receive the most help, protection, and assistance are those who have through all these conditions lived and fought for their existence as business men; they had to do so to protect their investments. If the national association is made up of that class of dealers it will have a standing and be recognized by all of the large business bodies in a way that will be much more satisfactory than if other lines pursued in the selection of the members.

To sum up the object that we hope to attain by this movement, it is so to adjust the conditions that they will raise the grain trade from its present chaotic state to a plane where it will be equitable for all connected therewith. This, of course, will take into consideration the country buyer, the receiver and the railroads. In working for this end we will find that it will require united action on the part of all, the element of right in all of our demands, a just administration by those delegated to represent us in our different functions, and last, but not least, a prompt and strong support by all of the members.

If this condition shall exist under the workings of this association, then all connected with the trade shall have cause to feel grateful toward those who proposed this movement and have carried it through to a successful end. But in bringing about that success we will find that it will require the hearty support and indorsement from all of us, as the head, be it ever so strong, cannot live if the body is dead.

Yours truly, W. H. CHAMBERS.  
Hepburn, Iowa.

## QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

#### No. 6. Address of Hay Press Makers.

Will a reader of the "American Elevator and Grain Trade" recommend to me some makers of hay or forage presses used especially for wire binding? I will be obliged for any information.—R. R. WEBBER, East London, South Africa.

#### No. 7. Permitting Grain to Stand Uncut.

In Query No. 3 of the September issue of the "American Elevator and Grain Trade," Mr. John B. Daish of Washington, D. C., comments on the fact of grain being allowed to stand uncut for two or three weeks longer in England and France than is customary in this country, and asks for information as to the advisability of allowing grain to stand so long. Prof. W. H. Brewer, in Vol. III of the Tenth Census, says: "The best time to cut wheat is before it is dead ripe. The rule usually followed is to cut when the straw is already yellow below the head, but more or less green in other places, when the kernel is past the milk and in the dough, soft enough to be easily dented with the thumb nail, and hard enough not to be easily crushed between the fingers. The result of practical experiments at the flouring mill has been that wheat cut at this stage will yield more flour, with a smaller percentage of bran." Experiments carried on in Michigan by Dr. R. C. Kedzie in 1879 indicate that there is a loss in weight from over ripening, and an increase in the percentage of bran. Dr. Kedzie adds: "If the dead ripe wheat is better for the miller than wheat cut at an earlier period, it is in consequence of the physical properties of the flinty berry, and not from any change in the chemical composition or increase of nutritive value."—A. C. TRUE, Director of Office of Experiment Stations, Department of Agriculture, Washington, D. C.

Thieves at Kasota, Minn., carried away a load of grain which they stole from S. A. Fenton's elevator in a wagon they had stolen at Minneapolis. The thieves escaped, seeming to be as expert in escaping as in stealing.



## Fires - Casualties

John Fox's elevator at Lucan, Ont., was destroyed by fire recently, causing a loss of \$4,000.

The flax mill at Paxton, Ill., was destroyed by fire October 13, entailing a loss of \$2,000.

A warehouse near Mesa City, Ariz., containing 8,000 bushels of grain, was burned October 25. Loss \$7,500.

Welsh's elevator at Stony Point, Ont., caught fire October 31, but prompt action saved it from being materially damaged.

Joseph Ewing's barn near Arcola, Ill., was destroyed by fire October 28, together with 30 tons of hay, 1,000 bushels of oats, etc.

J. Q. Adams' elevator at Alton, Iowa, operated by Orton & Son, was destroyed by fire at 1 p. m. October 18. Its origin is unknown.

Miller & Miller's produce warehouse at Greenville, Mich., was burned November 3, entailing a loss of \$6,000. It was insured for \$5,000.

M. A. Carr, aged 18 years, fell into a chute recently in an elevator where he was employed, at Goldfield, Iowa, and was smothered to death.

The conveyor chute of the Illinois Central's Elevator at New Orleans, La., was damaged to the amount of \$400 in the storm of October 29.

Henry Knspert, aged 19 years, was suffocated in a grain bin of the Little Rock Mill and Elevator Company at Little Rock, Ark., October 19.

F. E. Luty of San Francisco, Cal., committed suicide recently by shooting himself, on account of unsuccessful speculations in wheat and stocks.

The barn on D. T. Taylor's farm near Hay Springs, Neb., was destroyed by fire October 16, together with 2,500 bushels of grain and considerable hay.

T. C. Colehower's elevator at Toluca, Ill., was destroyed by fire November 2, together with considerable grain. Both the elevator and grain were insured.

The loss on H. J. Reynold's elevator at Corning, Iowa, which was destroyed by an incendiary fire October 9, is reported to have been \$7,000; insurance \$2,600.

Tingley & Wagner, grain and flour commission merchants of Columbus, Ohio, recently sustained a loss by fire of \$300, which was fully covered by insurance.

Bailey Bros. & Kearney's elevator at Ulrich, Ill., was destroyed by fire October 15, entailing a loss of \$558. It was covered by insurance. The elevator is being rebuilt.

The tramway warehouse at Juliaetta, Idaho, was burned October 15, together with 30,000 bushels of wheat and 3,000 bushels of flax. Loss \$20,000; partially insured.

Henry H. Crane, at one time a prominent grain broker at Newark and Chicago, committed suicide by hanging himself at Burlington, N. J., October 23. He had lost his fortune.

R. P. Roblin & Co.'s new elevator at Gretna, Man., was filled with grain recently and began to settle with the weight. Part of the grain was removed and a collapse prevented.

There was recently a small blaze in the Mueller elevator at Fifty-fifth street and Stewart avenue, Chicago, caused by a hot journal, but it was put out before it gained headway.

The Northern Elevator Co.'s 30,000-bushel elevator at Douglas, Man., was burned recently, together with 15,000 bushels of wheat. It was fully insured. The cause of the fire is unknown.

M. J. McDonnell's storehouse and granary at Dunmore, Pa., was partially destroyed by fire October 29, together with considerable grain, etc. A small amount of insurance was carried.

Prairie fires in Sisseton and Waverly Townships, South Dakota, October 26 and 27, and extending over the military reservation, destroyed hundreds of tons of hay, and large quantities of grain.

R. Konning's barn at Overisel, Mich., was destroyed by fire October 30, together with 1,000 bushels of corn and a large quantity of potatoes. Loss \$2,000. The fire was of incendiary origin.

Charles Wood's grain store at North Creek, N. Y., was destroyed by fire at 2 a. m. November 4, together with considerable grain. An insurance policy of \$4,000 on Mr. Wood's stock expired about a week previously.

F. E. McCoy's new elevator at Dalton City, Ill., was destroyed by fire at 2 a. m., October 10, together with 10,000 bushels of corn and oats. The elevator had been completed only three weeks previous to the fire. It was partially insured, and there was \$300 insurance on the grain. T. J. Freeland's grain office and scales adjoining the elevator were

also burned. The fire is supposed to have been of incendiary origin.

The National Oil Co.'s cottonseed oil mill at Corsicana, Texas, was destroyed by fire October 18, together with a large quantity of cotton seed and oil. Loss \$70,000; fully covered by insurance.

Adam Gutermuth's granary at Cottleville, Mo., was burned October 19, together with 1,500 bushels of grain and machinery, entailing a loss of \$2,000. Insurance \$200. The fire is supposed to have been set by careless tramps.

James E. Seaver, the grain man of Kansas City, Mo., was injured while boarding a street car at that city recently. His leg was fractured at the knee, and Mr. Seaver will probably be confined at his home for a couple of months.

The water of Lake Superior at Superior, Wis., was 4 feet above normal level October 31, being forced to that end of the lake by the heavy winds. The pits of several elevators and mills were flooded, but little damage was done.

The boiler in Joseph Oestreicher's seed mill at Buckman, Minn., exploded recently, instantly killing the engineer, seriously injuring two others, and partially destroying the mill. The boiler was an old one, and the engineer experienced.

George and Obed Nichols' grain barn at South Onondaga, N. Y., was destroyed by fire November 3, together with 100 tons of hay, 20 tons of straw, 1,000 bushels of oats, 1,000 bushels of wheat, 700 bushels of corn and two crops of tobacco. Loss \$4,000.

An employe of a gas company was hunting for a leak in the Standard Grain Co.'s office in the Board of Trade building at West Superior, Wis., November 7, when an explosion occurred which blew out the windows and wrecked the office furniture. No one was seriously injured.

A fire which started in the corn crib, and which is supposed to have been caused by a spark from a passing locomotive, destroyed Beggs' elevator at Farmingdale, Ill., at 1:30 p. m., November 1. The elevator had a capacity of 40,000 bushels, and was partly filled with corn.

Sidney Hodgson, a representative of Sufferin & Co., and formerly in the grain business for himself at Lovington, Ill., disappeared recently. He had been speculating on the Chicago Board of Trade, and lost considerable property. Mr. Hodgson was 30 years old, and was married.

A grain warehouse and flour mill at Weston, Ore., belonging to I. E. Saling and P. A. Worthington, were destroyed by fire recently, entailing a loss of \$20,000. The only insurance was on 10,000 bushels of wheat, which was insured for about half its value. The cause of the fire is unknown.

An elevator at Glendon, Iowa, collapsed recently under the weight of 20,000 bushels of oats and 1,100 bushels of wheat. A great deal of the grain was saved. In erecting an elevator it always pays to consult experienced engineers, who have made a study of the strains such structures are subjected to.

Bagley & Co.'s elevator at Welcome, Minn., collapsed November 4 under the weight of 40,000 bushels of oats. The total loss is estimated at \$1,000. There is nothing certain about a house erected by country barn builders. In the long run it pays to have reliable engineers prepare the plans and do the work.

The storehouse leased by the Penfield Milling Co. at Delhi, N. Y., and which contained considerable hay, straw and feed, was damaged by fire October 24. The Penfield Milling Co.'s loss is \$500. Dean & Bramley's loss on hay stored \$200, four cars of baled hay and feed \$150. The fire started in the hay stored in the house, but its cause is unknown.

Morris Landa, president of the International Export and Grain Company at Kansas City, Mo., was shot and killed October 23 by Fred H. Waitt, his bookkeeper. Waitt was drunk at the time, and the shooting was due to an imaginary grievance. Morris Landa went to Kansas City several years ago from New Braunfels, Texas. He did a large busi-

ness, chiefly with Mexican importers of grain. He was a comparatively young man, and popular with his associates.

B. & J. E. Cruzen's hemp mill at Paxton, Ill., was destroyed by fire October 13, entailing a loss of \$2,000. The fire was caused by sparks from the smokestack falling on the roof. The mill had just started running for the season. It will be rebuilt.

P. D. Armour's "Minnesota" Elevator on Goose Island, Chicago, narrowly escaped burning recently. The fire started in a dry kiln adjoining the elevator; it caused a loss of \$500, but was extinguished before reaching the elevator. Armour's Elevator "A" also caught fire, it is supposed from spontaneous combustion, but the blaze was discovered in time to be put out.

The elevator at Alvordton, Ohio, belonging to D. A. Baker of Fayette, was destroyed by fire at 9:30 p. m. October 29, together with considerable grain. Total loss \$1,250; partially insured. The fire is supposed to have been of incendiary origin. Business was immediately begun in temporary quarters with L. B. Shipman in charge as heretofore, and Mr. Baker intends to rebuild soon.

On November 1 a runaway engine at D. Rothschild's elevator at Davenport, Iowa, did damage to the amount of \$1,000, without counting loss of time. The cause of the engine getting away was the failure of the governor belt to work, and as there was a full head of steam on, the engine broke away from everything. The engineer stopped the runaway by shutting off the main valve, turning off the steam. Just as he did so the flywheel went to pieces, the pieces going through the roof and sides of the boiler room in all directions. The noise of the explosion when the wheel went to pieces was terrific, and was heard for blocks. The wheel was seven feet in diameter and weighed nearly a ton. One piece weighing 300 pounds went through the brick wall a foot thick and landed 100 feet away.

Elevators "A" and "B" of the Chicago and Pacific Elevator Co., Chicago, Ill., located on Goose Island, Chicago, were destroyed by fire at noon, October 27. Elevator "A" contained 250,000 bushels of wheat and 120,000 bushels of corn; in elevator "B" there were 1,000,000 bushels of wheat. Most of the grain was contract grade. The loss on the buildings and contents is estimated at \$1,500,000, and the insurance aggregates \$1,067,120. A great deal of the grain will be saved, though in poor condition. It is supposed that the fire started from the furnace, but its cause is not certain. The Chicago & Pacific Elevator Co. is a joint stock company composed of W. H. Harper and Chas. B. Farwell, P. J. Perry being superintendent of the elevators. Elevator "A," which had a capacity of 750,000 bushels, was built in 1876, elevator "B," 1,000,000 bushels' capacity, in 1885. This is the first heavy loss on grain in Chicago for 20 years. The elevators will be rebuilt immediately.

## OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

C. D. Dillin, Neola, Iowa.  
Geo. H. Lyons, Omaha, Neb.  
A. E. Fenton, Amana, N. D.  
F. P. Neal, Kansas City, Mo.  
E. R. Ulrich Jr., Springfield, Ill.  
D. N. Dunlop, Fontanelle, Iowa.  
Theo. P. Baxter, Taylorville, Ill.  
E. L. Bowen, Des Moines, Iowa.  
W. H. Chambers, Hepburn, Iowa.  
E. E. Delp, representing Allen Delp, Philadelphia, Pa.  
J. Silas Leas, of The Barnard & Leas Mfg. Co., Moline, Ill.  
T. F. Morse, of The Huntley Mfg. Co., Silver Creek, N. Y.  
H. W. Richards, representing The Dodge Mfg. Co., Mishawaka, Ind.  
A. T. Sitterly, representing The S. Howes Co., Silver Creek, N. Y.



FARMER GROWBEARD'S SCHEME TO GET AHEAD OF THE CORDAGE TRUST.



# ELEVATOR

## GRAIN NEWS

An elevator will be built at Fisher, Ill.

An elevator is to be erected at Bad Axe, Mich.

A. D. Eckhart is buying wheat at Ashton, S. D.

An elevator and mill will be erected at Shirley, Ind.

Silas Russell is completing an elevator at Chrisman, Ill.

It is said that an elevator is to be erected at Houston, Texas.

G. W. Banks is erecting a 10,000-bushel elevator at Irene, Ill.

G. L. Hall has established a grain store at Portland, Maine.

I. H. Harris has completed his new elevator at Bathgate, N. D.

Railsback Bros', elevator at Greenwood, Neb., has been completed.

An elevator to cost \$2,500 is to be erected at Bloomington, Ill.

Harris & Co. have completed their elevator at Germantown, Neb.

Warner Fogg has engaged in the grain business at West Burke, Vt.

J. J. Morris has commenced the erection of an elevator at Del Rey, Ill.

The Rock Island R. R. Co. is erecting a large elevator at Horton, Kan.

Simpson & Co. have completed an addition to their elevator at La Rose, Ill.

Harris & Co. have overhauled and repaired their elevator at Geneva, Neb.

Albert Montrenil has completed a new grain warehouse at Walkerville, Ont.

C. F. Wall & Co., grain dealers of Nashville, Tenn., have gone out of business.

W. H. Richard has completed an addition to his elevator at Ellsworth, Iowa.

Elevators are in course of construction at Colenso, Neilsville and Climax, Minn.

Alphonse Dansereau, dealer in grain, etc., at Montreal, Que., assigned recently.

Henry Schnrman is buying grain at Baden, Kan., having succeeded B. F. Wood.

D. Stone & Co., grain dealers and grocers of North Creek, N. Y., assigned recently.

G. M. Ballou, dealer in lumber, etc., at Shirley, Mass., is building a grain house.

Cherney & Kavan, grain dealers of Geneva, Neb., have put in a new gasoline engine.

An elevator is being erected at Downs, Ill., which will be completed by December 1.

Taylor & Cooper, dealers in grain, feed and flour at Welland, Ont., recently assigned.

David H. Porter, elevator man and grain dealer of Green Camp, Ohio, assigned recently.

M. R. Von Almen and William Drake are operating A. R. Scott's elevator at Sullivan, Ill.

Thornton Long is erecting an elevator and dump at Camargo, Ill., where he will buy grain.

T. Carmody, grain dealer of Merna, Ill., has established a new grain office at that place.

Johnson & Musser have succeeded Edwards & Johnson, seed dealers of Los Angeles, Cal.

Page & Norton are said to be preparing for the erection of an elevator at Hoopetown, Ill.

The Northern Elevator Co. is erecting an elevator at Plumas, Man., of 25,000 bushels' capacity.

N. P. Clough & Co. have bought out the Hill grain business at Cilleyville, Merrimack Co., N. H.

The Clifton Springs Distilling Co. is erecting an elevator at Cincinnati, Ohio, to cost \$12,000.

J. E. Frary has completed a new elevator at Prophetstown, Ill., which he is now operating.

J. C. Worrall has succeeded P. Opp & Son, dealers in grain, hardware, etc., at Ashland, Neb.

The Newton Milling and Elevator Co. of Newton, Kan., has completed its elevator at that place.

The Minneapolis & St. Louis R. R. Co. is building a 25,000-bushel elevator at Madison Lake, Minn.

R. S. Williams of Ithaca, and C. W. Carmen of Jacksonville, N. Y., have formed a partnership to carry on a grain and seed business at Ithaca. They

have leased W. R. Gunderman's elevator for a term of years, and purchased his business.

J. E. Bennett and others have organized a company to erect a cottonseed oil mill at Macon, Miss.

Elliott & Lewis, grain merchants of Kansas City, have established a branch office at Winfield, Kan.

E. O'Reilly, grain dealer of Winnipeg, Man., has opened an office in the Grain Exchange building.

An elevator is to be erected at Metcalf, Ill., to take the place of the one recently destroyed by fire.

Emery Holden has rented a store at Chester, Conn., and engaged in the grain and feed business.

R. P. Wood has engaged in the grain business at Normal, Ill., where he has completed a new elevator.

We are informed that the Lincoln Roller Mills of Lincoln, Ill., are thinking of building a new elevator.

It is said that T. D. Hanson & Co., lumber dealers of Villa Grove, Ill., are going to buy grain at Fairland.

L. C. Fleming has leased the City Mills elevator at Sullivan, Ill., and has embarked in the grain business.

Uhler & Myers, millers of Lebanon, Pa., are erecting a large warehouse near their mill for storing corn.

J. M. Camp, grain dealer of Bement, Ill., has moved into a new office and is now operating his new elevator.

Bedford & Costello have completed their new elevator at Geneva, Neb., where they are now buying grain.

J. A. Tiedman and H. S. Ringland of Oto, Iowa, have purchased Siebold & Cutting's elevator for \$4,250.

J. C. Lintweiller has bought C. E. Head's interest in the Farmers' Grain and Commission Co. of Bowie, Texas.

G. B. Knight & Co. have succeeded to the firm of Knight Bros., dealers in grain, etc., at Dallas, Texas.

Simeon Merrithew and Albert Ames have started in the grain and feed business at Stockton Springs, Maine.

A 7,000-bushel elevator is to be erected at Irene, Ill., for which Fred Stewart of Freeport has the contract.

Isaac Brubacher, formerly of Baden, Ont., has gone to Elmira, where he will engage in the grain business.

Ed. Churchill is now operating the elevator at Milton Center, Ohio, and has engaged in the grain business.

The Central Elevator Co. has reopened its elevator at Arlington, Minn., where W. F. Deterling is buying grain.

The Cincinnati Stock and Grain Co. has been incorporated at Cincinnati, Ohio, with a capital stock of \$10,000.

The Salt Lake Trading Co., dealer in grain, hay and coal, has engaged in business at Salt Lake City, Utah.

H. Rippe has commenced work on his new 15,000-bushel elevator at the Milwaukee depot, Winnebago City, Minn.

T. J. McCormick & Son have engaged in the grain business at Germantown, Kan., a new town near Powhattan.

C. H. Weiss intends to engage in the grain business at Wentworth, S. D., where he is erecting an elevator.

Emerson Gard, grain dealer of Tremont City, Ohio, reports that he is doing a better business than ever before.

During the past year Kesler & Ennis have shipped from their elevator at Limerick, Ill., 180,000 bushels of grain.

Orlando S. Ham, grain and hay dealer of Lewiston, Maine, has placed a 60-horse power electric motor in his elevator.

It is reported that the Lehigh Valley Coal Co. intends to build an elevator on its property at South Chicago, Ill.

The Ridley & Peiser Co. has been incorporated at Elizabeth, N. J., with a capital stock of \$100,000, and will carry on a brokerage business in grain, cotton, etc.

Hy. Schinstock has purchased Schairer & Spillner's grain and elevator business at West Point, Neb., and is now engaged in the grain and livestock business.

The City Council and Board of Trade of Toronto, Ont., have received an unfavorable reply to their communication to Montreal parties in which the city offered to assume 50 per cent. of the cost of

constructing a 500,000-bushel elevator at Toronto. As a consequence the proposed elevator may not be erected.

We are informed that the Farmers' Elevator at Lake Benton, Minn., has been completed and is now in operation.

Schock & Conklin, grain dealers of Blue Springs, Neb., began operating their new elevator at Wymore, November 1.

Len. Hull and Mike Erpin have formed a partnership and engaged in the grain business at Milton Center, Ohio.

The Stephensville Ginning and Milling Co. has been incorporated at Austin, Texas, with a capital stock of \$6,000.

The distilleries of the American Spirits Mfg. Co. at Peoria, Ill., and elsewhere, will all be in operation by December 1.

J. D. Marshall of Red Lake Falls, Minn., has leased the Hixon Elevator at Crookston, where he is buying grain.

W. C. Bridges, dealer in grain and feed at North Brookfield, Mass., has opened a grain and feed store at Spencer.

A. Reidel, grain dealer of Forestville, Mich., has repaired and is now operating his elevator, buying barley, peas, etc.

Bullitt & Bullitt, grain dealers of Louisville, Ky., are contemplating erecting an elevator of 10,000 bushels' capacity.

Albert Schwill & Co. of Cincinnati and Chicago have completed an addition to their malt house at South Chicago, Ill.

The elevator men of Manilla, Iowa, have run their elevators day and night this fall until scarcity of cars stopped them.

C. M. Marcum has purchased W. J. Shields' elevator at Rossville, Ind., where he has engaged in the grain business.

Miller Bros. of Douglas, Man., have bought the Farmers' Elevator at Rapid City, where they will engage in business.

W. M. Lincoln & Co., grain dealers and grocers of Waterville, Maine, have fitted up a building at that place to store grain.

W. B. McMurray is completing a new rice mill at Savannah, Ga., for which The Barnard & Leas Mfg. Co. had the contract.

The Givanovich Oil Co. will erect a seed storehouse at Natchitoches, La., to replace the one recently destroyed by fire.

The Lake of the Woods Milling Co. has placed a buyer on the street market at Winnipeg, Man., to buy wheat from farmers.

Dunn Bros. have purchased E. J. Waite's hay and grain business at Redlands, Cal., where they are now conducting business.

The new Grand Trunk Elevator at Portland, Maine, is in process of construction, and will be completed by February 1.

Piercy Cooper is in charge of the Webster elevator and warehouse at Shelbyville, Ill., where he is buying grain for a new firm.

Bailey Bros. & Kearney, grain dealers of Ulrich, Ill., will at once rebuild their elevator, which was recently destroyed by fire.

Contracts have been let for the leasing of the Sanderson Elevator at Milwaukee, Wis., which has been closed for some time.

Van Wey & Clark have purchased J. D. Millstead's elevator at Mounds, Ill., and Mr. Van Wey will conduct the grain business.

Shurtleff & Maxim, millers of Steep Falls, Maine, have leased a storehouse at South Paris, where they will have a grain store.

The elevator which is being erected at Prescott, Ont., will be finished next spring. It will have a capacity of 1,000,000 bushels.

C. H. Rumley, grain dealer of Buckley, Ill., is figuring with The B. S. Constant Co. of Bloomington, Ill., for a drag 240 feet long.

Hart & Sherwood, grain dealers of Valley Junction, Wis., have completed their new elevator, and are now carrying on business.

Wm. Nading of Shelbyville, Ind., is overhauling and improving his elevator, installing the Constant Self-Feeder and Dust Collector.

The Merchants' Warehouse Co. has been incorporated at Dubuque, Iowa, with a capital stock of \$500,000. The company expects to erect grain warehouses and buy, sell and store grain.

The W. W. Cargill Co.'s 300,000-bushel elevator at Green Bay, Wis., which takes the place of the one burned last summer, commenced receiving grain October 26. W. B. Clisby, formerly of La



Crosse, Wis., is in charge of the house. It is said that an addition may be built to the elevator, doubling its capacity.

Geo. B. Trafton, dealer in grain and flour at Lewiston, Maine, assigned recently to Newell & Shelton. Liabilities \$25,000; assets \$3,500.

A project is on foot for the organization of a coöperative company to erect an elevator at Britt, Iowa, and engage in the grain business.

Hayse & Stevens have engaged in the grain business at Marshalltown, Iowa, where they have purchased C. D. Alderson's elevator.

R. P. Roblin & Co., grain dealers of Winnipeg, Man., have bought the Bell Elevator at Indian Head, and an elevator at Balgonie, Assa.

M. F. Dyer has purchased an undivided one-quarter interest in the business of A. Waller & Co., grain dealers of Henderson, Ky.

Ernest Getz, grain and hay dealer of Malden, Mass., has put in electric lighting apparatus and made other improvements to his plant.

William Minto has purchased the business of M. H. Cole, dealer in grain, hay and feed at Corinna, Mich., and is carrying on his business.

The York Roller Mills of York, Neb., has let the contract for the erection of an elevator at that place of about 10,000 bushels' capacity.

H. E. Getts & Sons, grain dealers at Whitehall, Wis., who assigned recently, announce that their liabilities are \$15,000, and assets \$3,603.

Work is progressing rapidly on the Chicago Great Western Railroad's new elevator at Kansas City, Mo., and it will be completed by January 1.

The International Grain, Stock and Provision Co., with offices at Buffalo, Rochester, Syracuse and other points, has suspended "business."

John F. Cartright's elevator at Davison, Mich., has been improved by the addition of a brick engine room. A new gas engine has been put in.

Keller & Hight's elevator at Dalton City, Ill., operated by F. E. McCoy, and which was destroyed by fire recently, will be rebuilt at a cost of \$4,000.

Ely & Bissell, grain dealers of Antwerp, Ohio, intend to erect a large addition to their elevator, and the old one will be either torn down or used as a storeroom.

C. H. Clark, purchasing agent for Hall & Robinson, exporters of grain, with headquarters at New Orleans and Kansas City, has opened an office at Decatur, Ill.

E. W. Pierce, grain dealer of North Andover, Mass., is building a grain warehouse near Marble-ridge Station, where the business will be in charge of Henry L. Phelps.

The firm of C. W. Pearson & Co., grain dealers of Rochester, N. Y., has been reorganized, and is now carrying on business under the firm name of the C. W. Pearson Grain Co.

J. L. Evans & Co., grain dealers of Noblesville, Ind., have ordered of The B. S. Constant Co., Bloomington, Ill., a cob drag 47 feet long to feed the cobs from elevator to engine.

Work on Micklewait & Young's elevator at Macedonia, Iowa, is progressing rapidly, and the house will be completed by December 1. A gasoline engine will supply the power.

Jas. S. Morse has bought R. J. Virgin's grain and hay business at Rumford Falls, Maine. Mr. Virgin had recently purchased the business from E. Andrews, but decided not to continue it.

It is announced that the Omaha Railroad has decided to build an elevator at its yards at Itasca, Wis. The company owns a site on Allouez Bay, and the elevator has long been talked of.

W. H. Dye, miller of Columbus Grove, Ohio, is completing his 15,000-bushel elevator at that place, which will cost \$6,000. It will have all necessary machinery, including automatic dumps.

A new town has been established near Belmond, Wright Co., Iowa, on land belonging to J. N. Johnson, and William Finn and Mr. Johnson will erect an elevator and buy grain at that point.

The contract for the building of the 800,000-bushel elevator at Manitowoc, Wis., has been let and the work of construction is now well under way. The elevator will be completed by January 1.

G. H. Harroun, grain dealer of St. Joseph, Mo., has put in his elevator at that place a No. 9 1,200-bushel elevator bought of E. A. Ordway, the Kansas City representative of the Howes Grain Cleaner Co.

The stockholders of the Toledo & Wabash Elevator Company of Toledo, Ohio, held their annual meeting recently and elected the following board of directors: Alex M. White, Geo. W. Davis, D. Coghlan, C. L. Reynolds, W. F. Carrington, R. H. Baker,

J. E. Haviland. The directors elected A. M. White, president; J. E. Haviland, vice-president and superintendent; B. B. Durfee, secretary and treasurer.

The Steel Storage and Elevator Construction Co. writes us that it has closed a contract with the Jefferson Milling Co. of Charlestown, W. Va., for a 30,000-bushel steel pneumatic grain storage plant.

F. G. Lowe & Co., produce dealers of Nashville, Tenn., have added a grain and feed department to their business, having succeeded C. F. Wall & Co., grain and hay dealers, who retired from business.

The City Elevator Co. has purchased of F. P. Seegar, representative of The Howes Grain Cleaner Co. of Silver Creek, N. Y., a large oats clipper for the company's elevator at New Brighton, Minn.

The wheat receipts at Bellingham, Minn., up to the middle of October were over 150,000 bushels. It is estimated that there will be something over half a million bushels marketed there this season.

George B. Pope has bought Wm. H. Perkins' interest in the grain firm of W. H. Perkins & Co., Watertown, Mass. Mr. Pope was formerly the silent partner in the firm, and will now conduct the business alone.

F. R. Warrick has withdrawn from the Chalfant, Burroughs & Warrick Grain Company of Kansas City, Mo., and the business of the company will continue to be carried on by Mr. Chalfant and Mr. Burroughs.

The South Carolina & Georgia R. R. has completed the work of remodeling the rice mill at Charleston, S. C., into an elevator. The elevator is first-class in every particular, and has a storage capacity of 200,000 bushels.

Herbert M. Fuller is erecting a grain and feed store at Bangor, Maine, where he will carry on the business. He will have storage capacity of 1,500 bushels each of corn and oats, besides space for flour, meal and bran.

Scott Bros., grain and flour merchants of Milford, Ohio, assigned recently to S. W. West. The assets are estimated at \$30,000, and it is said that as the liabilities will not exceed that amount the firm will resume business.

The Lake Superior Grain and Storage Co. was recently incorporated at Superior, Wis., and has opened offices in the Superior Board of Trade building. L. R. Hurd, of the Daisy Mill, is at the head of the company.

Frank Dickerson has finished overhauling his elevator at Needham, Ind., equipping it with The B. S. Constant Co.'s No. 7 Combined Elevator Receiving Separator, Dump and Boot. Charles Shepard has charge of the elevator.

The Chicago & Pacific Elevator Co. will rebuild at once its elevators recently burned on Goose Island, Chicago, increasing the capacity to 2,000,000 bushels. The company expects to have the houses finished by about March 1.

Faist, Kraus & Co., grain merchants of Milwaukee, Wis., are erecting a transfer elevator at Grand Haven, Mich., of 40,000 bushels' storage capacity and capacity of handling 75,000 bushels per day. It will be completed by December 10.

The personal creditors of F. L. Greenleaf, of the firm of Greenleaf & Tenney, Minneapolis, which assigned last summer, have all been paid in full. The firm's affairs are more complicated and have not yet been settled. E. C. Cook is the assignee.

The Merchants' Elevator Co. was recently organized at Melrose, Minn., by several merchants of that place. The following officers were elected: President, H. B. Edelbrock; vice-president, George Wampach; secretary and treasurer, John Borgerding.

The West Superior Grain and Storage Co. has been organized at Superior, Wis., by Walter Fowler, of the Grand Republic Mill, and others. The company will do business on the Superior Board of Trade, and will have representatives in Dakotas and Minnesota.

John Mount, formerly of Denison, Iowa, has bought a half interest in Butler & Lee's elevator at Arion, and the firm name has been changed to Butler & Mount, Mr. Lee having retired. L. W. Gingery, who has charge of the elevator, will continue with the new firm.

Squier & Co., dealers in grain and lumber at Monson, Mass., have greatly improved their facilities for carrying on the grain business, and have largely increased their storage capacity. A Robinson Grinding Mill has been put in which will grind a carload of corn a day.

John S. Metcalf & Co., elevator engineers of Chicago, Ill., have secured the contract and are preparing plans for a large storage elevator to be erected for Armour & Co. at Chicago to be called the Minnesota Annex. It will be of steel construction, and will have a full equipment of elevators and belt conveyors. It will have a storage capacity of 2,000,000 bushels, and its four elevators will have

an elevating capacity of 10,000 bushels each per hour.

Philip Rose of Boston, who was formerly in the grain and coal business in California, has engaged in the grain business at Faulkner, Mass., where he has purchased L. T. Hazen's grain business.

The work of enlarging and improving the B. & O. Elevator at Sandusky, Ohio, is finished. The plant now has a storage capacity of 270,000 bushels, and a cleaning capacity of 15,000 bushels per hour. The equipment of machinery is complete and first-class in every particular.

The Buschman Grain Co. has been incorporated at St. Louis, Mo., with a capital stock of \$2,500. The incorporators are Geo. F. Petering, Matilda W. Buschman and Alfred H. Buschman. The company has just completed five steel grain storage elevators in North St. Louis.

The Minneapolis & Northern Elevator Company has built a new elevator, a new brick engine and supply house, and has put in a 10½-horse power gasoline engine, with which to run both its elevators at Bottineau, N. D. The new elevator is 30x40x38, and its capacity is 35,000 bushels.

Louis A. Coquard, grain broker of St. Louis, Mo., assigned recently, not being able to pay \$60,000 in margins. The full amount of his liabilities are not given, but it is said that they are considerably less than his assets, \$100,000, and that he will pay his creditors and resume business.

Ridway, Dunn & Standfield, dealers in grain, hay, feed and wood at Kansas City, Mo., have dissolved partnership, G. W. Dunn and E. A. Standfield retiring, and D. A. Ridway continuing the business. Mr. Ridway has had many years' experience, and fully understands the business.

H. S. Thomas, grain dealer of Green Mountain, Iowa, has made improvements in his elevator, and has put in a 10-horse power engine. Later in the season he will add a corn sheller and make other improvements. He reports grain coming in so fast that he cannot get cars enough to ship it.

W. O. Goodsel, grain dealer of New Britain, Conn., now occupies a new building at that place, a portion of which is equipped as a grain elevator. There are 15 bins, with a storage capacity of 3,000 bushels each. There is a good equipment of all the necessary machinery, which is operated by water power.

Clapp & Co., brokers of New York City, assigned recently to W. T. Davis, the company's cashier. The firm has done a large business in grain, stocks, etc., and has offices in many of the important cities of the country. Liabilities are estimated at \$150,000. Heavy losses in wheat are said to have caused the failure.

E. W. Seeds, who carried on a grain and commission business under the firm name of Seeds & Co. at Columbus, Ohio, assigned recently, the cause of the failure being the refusal of J. L. Hampton, who speculated through the company, to pay margins amounting to \$4,000. The company's assets are said to be \$16,000; liabilities \$6,000, and it will probably resume business.

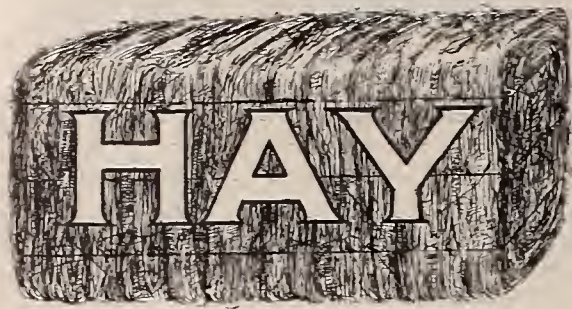
Owing to the death of Daniel Butters and the dissolution of the partnership of F. G. Logan & Co. of Chicago, composed of F. G. Logan, Daniel Butters, Ben. B. Bryan and Theron Logan, the firm has been dissolved, and a new partnership has been formed by Frank G. Logan, Ben. B. Bryan and Theron Logan, who are doing business under the firm name of F. G. Logan.

A Buffalo correspondent says: "The Ryan Elevator has done so much business there during this and last season that it is supposed to have made a pile of money for its owners, and the millers will now see if there is not something in the business for them. Plans have been drawn for the changes needed, but nothing will be done this season. The Ryan Elevator is out of the pool, and transfers grain at a cut rate."

The reorganization of the St. Louis United Elevator Company is now on the eve of successful accomplishment. J. B. M. Kehlor has finally signed the agreement upon the basis of which the reorganization is to be effected. Breckinridge Jones and Henry S. Potter, the other two members of the committee in charge of the matter, having also signed, all that remains is for the bondholders to deposit their securities. On September 23 the Committee on Reorganization, of which Secretary of the Interior, D. R. Francis was chairman, submitted a report signed by a majority of the members recommending in outline a scheme of reorganization. There is to be a foreclosure of the present mortgages, and the several elevators will be bought at the mortgage sale for a new company. The latter is to be organized with \$500,000 common stock, \$500,000 cumulative preferred 5 per cent. stock, and a first mortgage of not to exceed \$1,000,000, bearing 5 per cent. semi-annual interest, to cover all the elevators of the system.

Join the Grain Dealers' National Association.





Keep poor hay at home; it depresses the market and is always slow sale.

The firm of D. G. McBean & Co., hay dealers of Montreal, Canada, was dissolved recently.

A. Yocum, who deals in hay, feed and coal at Reading, Pa., operates a large warehouse on the railroad track.

Frank H. Wilson of Buffalo, N. Y., has engaged in the buying and shipping of hay at North Manchester, Ind.

The successful commission merchant knows when to advise shippers not to send in hay as well as when they can profitably do so.

Two men were recently arrested at Atwood, Kan., on the charge of starting a fire which destroyed 15 tons of hay belonging to Jonah Foster.

From August 1 to October 17 the United Kingdom imported 24,000 tons of hay, against 32,700 tons imported in the corresponding period of 1895-96.

With the National Hay Association's rules for grading now in use in fourteen cities, misleading quotations on hay are becoming a thing of the past.

The Western Hay Co. of Kansas City, Mo., has embarked in the coal business, which it will carry on in connection with its hay business at that place.

A. Groweg & Son, dealers of hay and feed at Defiance, Ohio, have loaded 15 cars with hay and shipped them to points in Maryland, Virginia, Pennsylvania and New York.

A car of hay standing in the Wiggin's Ferry Co.'s yards at St. Louis, Mo., and which was consigned to the Mississippi Valley Hay and Storage Co. of St. Louis, caught fire and was partially destroyed October 22. Loss \$150.

Joseph Guthrie's hay barn at Erie, Ill., was set on fire by a tramp October 27, and was destroyed, together with 60 tons of loose and two cars of baled hay. Loss, \$500. The building was insured, but the hay was not. The tramp was arrested.

It is just as important for the shipper to keep posted on grades as it is for the commission man. And in shipping hay the shipper should not forget the fact that when his hay reaches the market it comes into competition with hay from a wide range of country.

The hay business is a comparatively new one; that is why crudities which should be abolished are still in existence. The hay trade will be conducted on business principles when the relations of the shippers and commission men exist in confidence and friendliness. The National Hay Association is doing a good deal to bring this about, but local associations are still needed.

It pays to load cars to the minimum weight if you do not want the freight to take all the profit. Recently a hay shipper found there was due him just \$4.50 on a car of hay when the commission merchant had sold it. The shipper immediately registered a kick at what looked like extortion on the part of the commission merchant, when it turned out that 6,000 pounds freight had to be paid for in excess of the hay the car contained.

Probably next season will see American hay protected, for it seems that the only thing needed to bring this about is action on the part of the National Association. As the Legislative Committee reported, it has become "the duty of the National Hay Association to use its influence toward the protection of American hay by requesting Congress to so modify the duty as to protect the American grower against the invasion of foreign product." The Association will recommend the restoration to the old schedule of \$4 per ton.

E. C. Forrest, of the Reliance Mercantile Co., Saginaw, Mich., reports that his company has shipped 500 carloads of hay to New England points since August and has orders placed for 250 cars at the present time. The Saginaw Milling Co. is buying bay extensively and shipping several carloads daily. Buyers are paying \$8 and \$8.50 for pressed hay. The hay crop is one of more magnitude in that section than is generally known. Saginaw County produces over 60,000 tons of hay annually, and the acreage is being steadily increased. Shiawassee County produces over 50,000 tons, Sanilac 70,000, Tuscola 40,000, Huron 45,000,

Isabella 18,000, Genesee 80,000, and Gratiot County 35,000 tons.

R. O. N. Ford & Son, dealers in hay, straw, etc., at New York City, have leased from the West Shore Railway Co. part of the public hay shed on West Thirty-sixth, which, together with their other warehouse, gives the firm plenty of storage facilities. The firm has established offices at No. 215 Produce Exchange building.

"The National Hay Association," said G. S. Blakeslee at the recent convention at St. Louis, "was organized for the purpose of securing improved methods for handling baled hay, and to bring about a higher sense of commercial honor among merchants engaged in the business. The baled hay industry has come to the front very rapidly in recent years. At one time the hay contingent of the Chicago Board of Trade was so small as to be without representation on the directory. At present we claim both the first and second vice-presidents."

Hay shippers will be wise not to pay any attention to a commission firm who offers to save them commissions. No legitimate commission firm, whether a member of the local Exchange or not, could afford or would desire to do business on such a basis. The one who does so makes a profit somewhere. Such firms do anything to get shipments; business courtesy or honor is scarcely recognized by them. Take an example: A hay dealer bought a car of hay from a commission man and found the name of the country shipper on the expense bill. The purchaser of the hay immediately wrote the shipper, stating that he had bought the hay, and that he could save the shipper the commission on his hay if he would ship direct to him. But the shipper had been caught once before, and merely forwarded the correspondence to his commission man.

Hay shippers will do well to look to Southern markets this season. There is always more or less of an outlet for our hay crop in the Central and Western states on Southern account. This ought to be considerable the coming season, as the severe drouth in certain states, such as Arkansas, and some of those adjoining, was pronounced, greatly lessening the yield there and increasing their requirements from outside. The single market of Memphis received 119,750 bales of hay during August and September, this chiefly from points North and West. New Orleans received 63,288 bales same two months, against 58,558 last year. Rail freights on grain to the South are remarkably low, and providing reasonable figures can be secured for hay a good business ought to be accomplished. Shrewd shippers know this, and are taking advantage of it. Witness the train loads going to southern points.

William Hopps, President of the National Hay Association, is about 50 years old, and has for 30 years been actively identified with the hay and grain interests. Besides Wm. Hopps & Co.'s business at Baltimore there is a branch at Philadelphia, which is in charge of F. H. Brown. The Hay Trade Journal, from whom we get these facts, says: In selecting Mr. Hopps to preside over the destinies of this organization for the ensuing year, the Association showed a keen sense of business forethought. Mr. Hopps was one of the founders of the organization, and ever since has been most actively engaged in building up and pushing forward the work so well begun at Cleveland. We believe that the Association will prosper well under his able management, and that when his annual report is made it will show renewed strength and vigor and a membership almost double and the work accomplished greater than in previous years of its history.

#### REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

During the week ending October 17 receipts of hay were 6,816 tons, against 4,205 tons the previous week; shipments 609 tons, against 323 tons for the previous week. The market for both Timothy and Prairie Hay ruled dull. The arrivals show a large increase, and the offerings were heavy. Only a moderate inquiry existed either on local or shipping account, and a weak feeling prevailed. Prices declined about 50 cents per ton. Rye straw sold at \$5.50@6.00.

During the week ending October 24 receipts were 5,836 tons; shipments 572 tons. The arrivals of Timothy Hay were only moderate, and a firm feeling prevailed. Demand fair both on local and shipping account. Prices show an advance of 25@50 cents per ton. The market for Upland Prairie ruled rather dull. Only a moderate inquiry existed, and the offerings were large. Prices weak and about 25 cents lower per ton. Sales of Choice Timothy ranged at \$9.00@10.00; No. 1, \$8.00@9.00; No. 2, \$7.50@8.00; No. 3, \$6.00; not graded, \$5.00@5.50; No Grade, \$5.00; Choice Prairie, \$7.75@8.75; No. 1, \$6.75@7.50; No. 2, \$5.50@7.00; No. 3, \$4.50@6.00; No. 4, \$4.00@4.25. Rye straw sold at \$5.50@6.25, and oat straw at \$3.00@5.00.

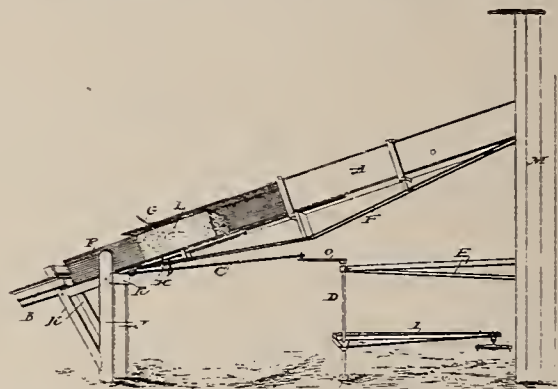
During the week ending October 31 receipts were 6,292 tons; shipments 666 tons. The market for

Timothy Hay ruled very steady. The arrivals were liberal early in the week, but later fell off considerably. Local demand was quite good, and shipping inquiry moderate. Prices show no special change. Prairie Hay was rather dull. The offerings were large, and only a moderate demand existed, buyers taking hold sparingly, merely supplying necessary wants. Prices weak, and about 25 cents lower per ton. Sales of Choice Timothy ranged at \$9.00@10.00; No. 1, \$8.50@9.50; No. 2, \$7.50@8.50; not graded, \$6.00@8.50; Choice Prairie, \$7.75@8.50; No. 1, \$7.00@7.50; No. 2, \$5.50@6.50; No. 3, \$5.00; No. 4, \$4.00; packing hay, \$4.25. Rye straw sold at \$5.00@6.50, and oat straw at \$4.00.

During the week ending November 7 receipts were 5,598 tons; shipments 590 tons. The arrivals of Timothy Hay were quite small, and the demand was good, both on local and shipping account. A firm feeling existed though prices show no change. The market for Prairie Hay ruled dull. Strictly choice grades were in fair request with no change in prices. Low and medium grades were in large supply, and the demand was light. Prices easier. Sales of Choice Timothy ranged at \$9.50@10.00; No. 1, \$8.25@9.25; No. 2, \$7.50@8.50; No. 3, \$6.50; not graded, \$6.00@7.50; No Grade, \$4.00; Clover Mixed, \$5.75; Choice Prairie, \$7.50@8.50; No. 1, \$7.00@7.50; No. 2, \$5.75@6.50; No. 3, \$4.75@5.50; No. 4, \$4.00@4.50. Rye straw sold at \$5.00@6.00.

#### A BALE ELEVATOR.

A bale elevating machine recently patented by Thomas F. Meath of Humboldt, Kan., is shown in the accompanying cut. The elevator is operated by horse power, and looks simple and strong in



construction. It consists of a chute A, and the elevating mechanism, which is simply a reciprocating plunger B connected with a rotating shaft D by a pitman rod C and arm O. The retainers G and H prevent any backward movement of the bales.

#### HAY PRODUCTION.\*

The United States Department of Agriculture reports the acreage, production and value of hay in the United States, 1866 to 1895, as follows:

Calendar year.	Production, Tons.	Area, Acres.	Value.	Average value per ton.
1866.....	21,778,627	17,668,904	\$317,561,837	\$14.58
1867.....	26,277,000	20,020,554	372,864,670	14.19
1868.....	26,141,900	21,541,573	351,941,930	13.46
1869.....	26,420,000	18,591,281	337,662,600	12.78
1870.....	24,525,000	19,861,805	338,969,680	13.82
1871.....	22,239,400	19,009,052	351,717,035	15.82
1872.....	23,812,800	20,318,936	345,969,079	14.53
1873.....	25,085,100	21,894,084	339,895,486	13.55
1874.....	25,133,900	21,769,772	331,420,738	13.10
1875.....	27,873,600	23,507,964	342,203,445	12.28
1876.....	30,887,100	25,282,797	300,901,252	9.75
1877.....	31,629,300	25,367,708	271,934,950	8.60
1878.....	39,608,296	26,931,500	285,543,752	7.21
1879.....	35,493,000	27,484,991	330,804,494	9.32
1880.....	31,925,233	25,863,955	371,811,084	11.65
1881.....	35,135,064	30,888,700	415,131,366	11.82
1882.....	38,138,049	32,339,555	371,170,326	9.73
1883.....	46,864,009	35,515,948	384,834,451	8.21
1884.....	48,470,460	38,571,593	396,139,309	8.17
1885.....	44,731,550	39,849,701	389,752,873	8.71
1886.....	41,796,489	36,501,688	353,437,699	8.46
1887.....	41,454,458	37,664,739	413,440,283	9.97
1888.....	46,643,094	38,591,903	408,499,565	8.76
1889.....	65,766,158	49,613,469	570,582,572	8.68
1894.....	54,874,408	48,321,272	468,578,321	8.54
1895.....	47,078,541	44,206,453	393,185,615	8.35

\*No estimate of crop prepared by U. S. Department of Agriculture for 1889 to 1892.



WILL HE GET TO \$1.00 WHEAT?

—By Zahm.



## CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

KANSAS, Abilene, Oct. 30.—The fall wheat is in excellent condition, and the rain that fell last night will do it a vast amount of good.—Abilene Monitor.

TEXAS, Pilot Point, Denton Co., Nov. 10.—The growing crop of wheat in this section is fine. There is an increased acreage over last year. E. B. KRONE.

MISSOURI, Wellsville, Montgomery Co., Oct. 29.—A good deal of wheat was sowed in this vicinity this season, but there is no grinding wheat, and mills ship in from St. Louis. CHAS. A. BAY.

NEBRASKA, Wyoming, Otoe Co., Oct. 26.—We have an excellent corn crop in this vicinity. The wheat was fair. Oats are very light. We look for a good trade in corn during the coming months. W. B. BANNING.

MANITOBA.—The revised official crop report for Manitoba reduced the total crop to 14,371,000 bushels, or a reduction from the August estimate of 4,194,000 bushels. The crop in the territories has been officially estimated at 4,000,000 bushels, but this is too high, and from the best information we would not place the crop at over half the amount, making a total crop of about 16,400,000 bushels for Manitoba and the territories. From that total we will not have a surplus materially over 12,000,000 bushels, after deducting home requirements for seed and food.—Winnipeg Commercial.

WINTER WHEAT.—Thoman's November report shows that the winter wheat area is probably increased by 5 per cent., as compared with area harvested. The total is 24,633,875 acres, as contrasted with 23,491,580 acres harvested. The increase in the principal states east of the Rocky Mountains is: Ohio, 8 per cent.; Michigan, 1; Indiana, 4; Illinois, 9; Missouri, 11, and Kansas, 6 per cent. While Nebraska is not an important winter wheat state, it is worthy of mention, showing, as it does, an increase of 13 per cent. over the area harvested. Omitting states of minor production in the South there is no state but what shows an increase. Seeding has been completed in Ohio, Michigan, Indiana, Illinois and Missouri, and nearly so in the remainder of the more important states. Where it has not yet been finished it is more likely that the present estimates will be increased rather than decreased.

MICHIGAN.—The average condition of wheat in the state on November 1 was 90, in the southern counties 88, central 93, and northern 95, comparison being with vitality and growth of average years. The average condition in the state in previous years has been, 1895, 78; 1894, 94; 1893, 89; 1892, 87, and 1891, 91. The plant appears to be in healthy condition but is of small growth owing to the unusually cold and dry weather of October. The average yield of corn per acre in the state is estimated at 72 bushels of ear, equal to about 36 bushels of shelled corn. The estimate for the southern counties is 74, central 70, and northern 67 bushels of ear. These are remarkably high estimates for the state, and each section, and indicate the largest crop ever grown. The average yield per acre in the sixteen years, 1879-94, was 51.65 bushels of ear, or about 26 bushels of shelled corn. The clover seed crop is light. The estimate is 1.61 bushels per acre on less than three-fourths the acreage in average years. Potatoes are estimated to yield 80 per cent. of an average crop. The excessive rains during the growing season did much damage to this crop. Hog cholera is reported from a few localities, mostly in the extreme southern counties, but stock generally is in good condition.

GOVERNMENT CROP REPORT.—The returns to the Department of Agriculture for the month of November as to rates of yield make the average of corn 27.3 bushels, which is above the yield indicated by the condition figures in October. Last year the preliminary estimate of yield was 26.2 bushels. The rates of yield in the large and principal corn states are as follows: New York, 31.7; Pennsylvania, 37.1; Ohio, 39.9; Michigan, 37.0; Indiana, 32.4; Illinois, 40.4; Wisconsin, 33.6; Minnesota, 30.6; Iowa, 37.7; Missouri, 26.3; Kansas, 27.1; Nebraska, 37.2.

The average yield of buckwheat is 18.7 bushels per acre, against 20.1 bushels last year, and 16.1 for the year 1894.

The average yield per acre of potatoes is 86.8 bushels, which, though not phenomenal, is nevertheless above the average for the past ten years.

The average yield of hay as indicated by the preliminary returns is 1.36 tons, against 1.06 last year.

The average yield of tobacco is 679 pounds per acre, against 743 pounds last year, and 733 pounds in the year 1894.

The European Agent notes the lack of trustworthy estimates of the Russian wheat shortage. The advance in price, which is expected to be fairly main-

tained, will result in increased acreage in Great Britain.

Wet weather in October throughout Central Europe was unfavorable for the potato crop. A good corn yield has been realized on the lower Danube.

OHIO.—The Ohio Board of Agriculture issued its November crop bulletin for the state November 5, giving important data regarding the wheat crop for next year, and the corn crop. The area of wheat sown this fall for the harvest of next year is estimated to be 6 per cent. less in amount than the area seeded in the fall of 1895, though the total acres are more than were actually harvested the present year, for the reason that about 11 per cent. of the wheat seeded in the fall of 1895 was plowed up the following spring. The condition of soil at time of seeding was generally good. The average date of seeding was a little late, farmers fearing the fly. The present condition of the plant is fairly good, although the Hessian fly is reported as prevalent in some localities, and working on the wheat, especially that sown early. The late sown is a little backward, but general conditions are favorable to the plant and its preparation for the winter. CORN is a good crop; that on hill and well drained land excellent. Some of the corn on the clay and low, flat lands is not enring out well, and is therefore slow in being cribbed. Corn fodder on the low, wet lands is somewhat moldy. Prospect compared with an average, 100 per cent. ACREAGE comparison is made with last year's seeding: WHEAT—Area sown last fall, 2,251,043 acres; area sown this fall compared with last year, 96 per cent.; estimated area seeded for the harvest of 1897, 2,161,295 acres; condition compared with an average, 93 per cent.; average date of seeding, September 23; condition of soil at time of seeding, good. RYE—Area sown last fall, 37,311 acres; area sown this fall compared with last year, 97 per cent. BARLEY—Estimated area seeded for the harvest of 1897, 13,925 acres; barley condition compared with an average, 94 per cent. BUCKWHEAT—Prospect compared with an average, 89 per cent. CLOVER SEED—Prospect compared with an average, 54 per cent. POTATOES—Estimated area planted, 137,162 acres; average product per acre, 93 bushels; total estimated product, 12,652,147 bushels. The potato crop shows a good average product per acre, but there is a general report of rot, which must affect the crop to a considerable extent. APPLES—Product compared with an average, 64 per cent. HOGS—Condition compared with an average, 94 per cent.; number to be fattened compared with last year, 88 per cent.

## OBITUARY

Jacob C. Ewald, grain commission merchant of St. Louis, Mo., died recently.

William Jenkinson, formerly in the grain business at Port Huron, Mich., died suddenly October 14 of apoplexy.

J. E. Leonard, of the firm of J. E. Leonard & Son, dealers in grain, etc., at Jewett City, Conn., died November 3.

Captain J. J. Thornton, formerly of the Warren Grain Co. of Atlanta, died October 14, at his home at Memphis, Tenn.

B. C. Wheeler, formerly a grain and feed dealer of New York City, died at his home at Syracuse, N. Y., October 26.

George W. Phillips, one of the oldest and best known members of the Chicago Board of Trade, died October 16 of acute pneumonia. He was born in Cincinnati in 1828 and has been a member of the Board for twenty-five years.

John Hood, grain dealer of Pittsburg, Pa., died suddenly of heart disease October 22, at his home in Allegheny. Mr. Hood was 68 years of age and had been living in Allegheny for many years. He was a director and stockholder in the Monongahela National Bank, part owner of a large grain elevator and a well-known and highly respected man in business circles generally.

James W. Sykes, the founder of the firm of James W. Sykes & Co., one of the oldest grain and seed dealers in the West, died at his home at Chicago October 22. Born at Great Falls, N. Y., in 1833, Mr. Sykes was 63 years of age. He received his early education at the Worcester high school, and subsequently attended the academy at Lancaster. In 1851 he went to Boston and was employed as a clerk in a grain and seed store, where he learned the business. Ill health brought him to Chicago in 1859. He erected the first grain dryer put up in Chicago. Subsequently he organized the firm of James W. Sykes & Co. The great fire made a clean sweep of his property and he was among those unfortunates who got no insurance on their losses. He was enabled to resume business, however, and built up the firm which uses his name. He saw the

seed business grow in the West from its infancy. In 1860 Mr. Sykes married Sarah Jane Clark of Nowton, Mass., and he leaves a widow and five children.

## PRESS COMMENT

## THE RISE IN WHEAT.

There has not been before, in our recollection, a rise in wheat prices due so entirely to legitimate demand, and savoring so little of speculative maneuvering, as is the present one. The rapidity of the latter part of the advance has been so great as to astonish the most sanguine believer in higher prices.—Corn Trade News.

## GRAIN INSPECTION REFORM.

The recommendations of the committee of the Chicago Board of Trade touching the Illinois grain inspection department [and civil service rules], should have the approval of every grain merchant and miller who desires to see the inspection departments of the country attain the highest standard of efficiency. There is no place for political influence in the operation of a grain inspection department, and political rule should not be tolerated longer than it requires to abate. Competent grain inspectors should not be made afraid of the power of official accidents.—Modern Miller.

## DOLLAR WHEAT.

The records of the rise in wheat make pleasant reading. High wheat makes high flour, and that makes dear bread, but none seems to be thinking of that. The all but universal sentiment is satisfaction in any legitimate condition of the markets that will help the farmers. The farmer is on the mind of the American public to an oppressive degree. We all want him to make money, the only condition being that it shall be honest money. Dollar wheat would be immensely popular in the United States, and every skip that breadstuffs make toward the dollar mark is greeted with smiles and a disposition to cheer.—Harper's Weekly.

## NEW YORK LOSING GROUND.

It is useless to attempt to deny that New York has lost in a measure its preëminence as the principal export market of the country. This is especially true with reference to the exportation of corn which has been going abroad freely from Southern ports where transportation rates are lower. It is, of course, true that our loss has been partly brought about by unjust discrimination in rail freights, and naturally the members of the Produce Exchange intend to fight for their rights, and will doubtless compel the railway companies to make restitution, but nevertheless they must look into other charges near at home, and ascertain if improvement cannot be made that would increase trade materially.—New York Produce Exchange Reporter.

## THE NEW WESTERN FREIGHT ASSOCIATION AGREEMENT

The new agreement of the Western Freight Association, which is scheduled to go into effect November 1, marks another and what is perhaps the most intelligently directed effort to maintain rates that is possible under present legislation. That it will from the outset accomplish all that is claimed for it is, perhaps, too much to expect, but that it will effect the desired object to a much greater extent than have any of the other agreements made since the act to regulate commerce became operative, may be reasonably asserted. Certainly, if the comprehensive view of the situation and the apprehension of the equities in the case which now prevail among the executives of the larger roads shall continue, there is little doubt that the new agreement will be found to be the best possible expedient to bridge the interval pending the repeal of the pooling clause of the law.—Railway Review.

## DELAYING GRAIN AT BUFFALO.

Vessel owners ought to put their heads together and refuse to take cargoes that are consigned to any elevator and stand the chance of finding several boats ahead of them when they arrive, without a proviso that any rail elevator that happens to be without a cargo at the time shall be allowed to unload the boat. The Buffalo elevators are pooled as regards to rates, but they are not combined in any way that will help out vessels that happen to be bunched for the same house. This is all wrong. The idea that a vessel should be obliged to lie for days perhaps right in front of an elevator that is all ready to run and will run as soon as it gets a cargo and yet is not allowed to unload the vessel, because the cargo is down for some other house which is pooled with it so far as management of charges is concerned, and which is no better prepared to deliver the grain to any eastbound road than itself. These arrangements are too one-sided.—Marine Record.



## WATERWAYS

The record has been broken on big cargoes of oats, the Zenith City having loaded 289,000 bushels at South Chicago. The largest previous record was held by the Curry, 247,000 bushels.

Quick work was done in loading a vessel at the Chicago O'Neill Grain Co.'s elevator at South Chicago, Ill., recently, when 106,000 bushels of oats were loaded into a vessel in 2½ hours.

The first corn cargo to leave Milwaukee, Wis., for 15 to 20 years was shipped October 14 by David Vance & Co. to Buffalo. The shipment consisted of 85,000 bushels, and the rate was 2 cents per bushel.

The receipts of grain at Buffalo by lake during the 48 hours ending at noon, October 19, broke the previous highest record by 235,000 bushels. The receipts (flour estimated as grain) were 3,194,000 bushels.

The first cargo of wheat received at the port of Sandusky, Ohio, for three years arrived October 24, consigned to the new elevators at the B. & O. R. R. docks. A number of cargoes are expected this fall, and a continued trade next season is looked for.

Owing to the large exportations of grain at New York and the demand for grain boats at Buffalo, traffic on the Hudson River has assumed an old-time appearance of activity. It is said that nearly every one of the grain boats has been pressed into service.

The steamer Algoa sailed from Galveston, Texas, October 26, with what was claimed to be the largest cargo ever taken from an American port by a single vessel. The cargo consisted of 104,000 bushels of grain, 18,260 bales of cotton, and 640 tons of other freight.

The schooner Dessie M., from Boston for New Glasgow, N. S., with 6,500 bushels of corn in bulk, sprung a leak and grounded at Liverpool, N. S., October 21, materially damaging her cargo. Blauey, Brown & Co. of Boston were the shippers of the corn, which was valued at \$2,300, and was fully insured.

The Welland Canal is being badly neglected, though it is one of the most important waterways in Canada. It is supposed to be 14 feet deep, but it is a mere ditch, considering the size of modern lake steamers. Large cargoes of grain have to be transhipped at its entrance and transhipped again to barges at Kingston.

General Superintendent John Ryan of the Illinois and Michigan Canal announces that the canal will be closed for navigation from Bridgeport to La Salle, Ill., on November 15, at midnight. If the weather permits boats will be allowed to run after that date between Joliet and Bridgeport at owners' risk of being frozen in.

The railroads of the Trunk Line Association have transferred to the Joint Traffic Association all the lake traffic of the trunk lines. The roads that are parties to the joint traffic agreement have connections with lake ship lines, and as the joint traffic agreement pools all the traffic from the West and fixes rates, the effect will hardly be a lowering of grain rates.

Buffalo received during October 28,251,000 bushels of grain by lake, which is far beyond the amount of any previous October. This is close to a million a day, to say nothing of the 8,063,000 bushels that came in as flour. The total for the season is 131,796,000 bushels of grain, and 169,278,000 bushels with flour included. The amount of flour has been slightly exceeded three times.

It is stated that the date for the closing of the Erie Canal may be set a little earlier this season than last, in order to permit the state engineer and surveyor and the superintendent of public works to expedite some of the work connected with the \$9,000,000 improvement project. Plans for considerable of the work have been completed, and a few of the contracts have already been let. Others will be let in the course of a few weeks.

Complaints are again being made of grain shortages at Buffalo. The steamer America recently made three trips to Buffalo, on each of which she was over 100 bushels short, and once over 200 bushels. One shortage was 101 bushels, another 109 bushels. These are the worst kind of shortages, as they can seldom be traced and rectified as a shortage of an even number of bushels would be. Such shortages cut out all the profit of the trip.

Canada has expended \$50,000,000 on her canals, and is now considering the question of deepening the St. Lawrence waterways to 21 feet. Premier Laurier thinks the deepening of the canals should be done jointly by the United States and Canada, inasmuch as they are common routes for vessels of both countries. It is estimated that if the river and canals between Montreal and Lake Erie were deepened to 21 feet, grain could be carried from Duluth and put on board the ocean steamers at Montreal

for 5 cents, and from Chicago at 3½ cents. The cost of the work is placed at about \$40,000,000. But this, like several Canadian canal schemes, has not passed the theoretical stage.

The steamer Queen City loaded on October 14 134,000 bushels of wheat and 40,000 bushels of rye at Duluth, breaking her own record of 157,000 bushels of wheat. This immense cargo, which amounts to 5,196 net tons, was made possible by the new draft of water through St. Mary's River, and other improvements. Her draft under former conditions would have been a little over 14 feet, while she loaded to 15 feet 6 inches with her record cargo.

## The EXCHANGES

Tickets of membership to the Chicago Board of Trade are selling at \$950.

Tickets of membership to the New York Produce Exchange were recently quoted at \$150.

Steps have been taken to foreclose the mortgage on the building occupied by the Open Board of Trade at Chicago.

G. D. Rogers, the well-known Secretary of the Minneapolis Chamber of Commerce, has been re-appointed to that office. J. H. McEnary has been reappointed Assistant Secretary.

Chas. H. Smith, who recently sold 10,000 bushels of wheat to George Murison on the curb after trading hours, was suspended from the Board for one week. Mr. Murison for some reason was excused.

The following members of the Chicago Board of Trade were appointed a committee to entertain the grain dealers who came to Chicago November 9 to form the Grain Dealers' National Association: W. N. Eckhardt, J. W. Hill Jr., J. P. Rumsey, L. Everingham, James Hayde, N. T. Wright, W. L. Kroeschell, H. F. Dousman, C. B. Phillips and John L. Fyffe.

The Chicago Board of Trade Mutual Benefit Association has issued in pamphlet form its financial report. The present membership is given as 832. At the close of the last fiscal year the membership was 782. Against 113 admissions during the year there have been losses of 63 members by deaths, resignations, and lapses. There were 11 deaths during the year. The mortuary benefits paid amount to something like \$66,000 to date. On the present membership the face of a benefit is in the vicinity of \$3,100.

After two years' suspension from the Chicago Board of Trade Murry Nelson, president of the National Elevator and Dock Company, recently asked the directors to reinstate him. The request was considered at the meeting of the Board, and after a brief discussion the communication was laid on the table. Since his suspension Mr. Nelson has fought the case in every court up to the Supreme Court of the United States, contending that the Board had no right to suspend him, and in every case the court has decided against him.

The Directors of the Chicago Board of Trade have given notice that principals will be assumed to be responsible for the acts of their employees in any violation of the rules of the Board, unless evidence to the contrary is produced. This shifts the burden of proof to members when any employee is found trading on the curb after hours. Several times when the charge has been made against certain firms they have shifted it onto employees, and now they will have to prove that the employee's act was without the firm's knowledge.

The Minneapolis Chamber of Commerce ended a prosperous year September 31. A year ago there was a cash surplus on hand of \$19,194.50, which has been increased to \$23,454.30. The Chamber was free from debt and because of the surplus no assessments have been paid by members during the year past. This record is claimed to be without precedent in the Exchanges of the country. The Minneapolis Chamber had transacted the past year the largest business in its history, handling 78,000,000 bushels of wheat, and without friction in any direction.

The Chicago Board of Trade directors have adopted a rule prohibiting all firms any partner of which is under suspension, and all corporations any officer of which is under suspension, from using the Board of Trade clearing-house. A new rule will be voted upon November 23, making it obligatory for all concerns using the clearing-house to have memberships for all their partners. A queer anomaly has heretofore existed, Board of Trade firms with partners who are under suspension from Board privileges are not permitted to use the clearing-house, although some members of the firm may be in good standing, while at the same time concerns with partners who have been expelled from the Board of Trade are permitted free use of the Board of Trade clearing-house. Furthermore, firms

with partners who have applied to the Board of Trade for membership and who have been rejected are still given all the privileges of the Exchange and its clearing-house.

## Court Decisions

### Waiver of Conditions in an Insurance Policy.

The conditions of a policy of fire insurance may be waived by a general agent of the company issuing the same, notwithstanding the policy provides that no agent of the company can waive any of its conditions.—Concordia Fire Ins. Co. vs. Johnson, 45 Pacific Reporter, 722.

### Draft and Bill of Lading.

Where a bill of lading deliverable to order is attached to, and forwarded with, a time draft sent to an agent for collection, without special instructions, an acceptance of the draft by the drawee entitled him to the bill of lading, and a delivery of the goods to him discharges the carrier from liability.—Commercial Bank vs. Chicago, St. P., etc., Ry. Co., 43 N. E. Rep. 756.

### Measure of Damages for Destruction of Hay by Railroad Fires.

In an action against a railway company for destruction of hay by fire, the measure of damages, it appearing that there was no market for the hay at the place where it was destroyed, is the value of the hay at nearest market, less the cost of transportation there, and not such value plus the cost of transportation to the place where the hay was destroyed—to replace it.—Watt vs. Nevada Cent. R. Co. (Sup. Ct. Nev.), 46 Pacific Rep., 52.

### Payment of Stolen Check.

It was the custom of a merchant, doing business at a place by an agent, to furnish the agent with checks on a bank, signed in blank, to be also signed by the agent when used in payment of goods. Such a check, after having been signed in blank by both the principal and the agent, was stolen and filled out by a third party, and was presented to and duly paid by the bank. The court held that, as between the merchant and the bank, the former was liable for the loss.—Snodgrass vs. Sweetzer (App. Ct. Ind.), 44 Northeastern Rep., 648.

### Landlord's Lien on Crops in Kansas.

The statutory lien given a landlord by the laws of Kansas upon the crops grown or made upon a rented farm exists independently of a seizure upon attachment or other process; and no writing is required to give force to such lien, nor is the filing or recording of the contract of lease a prerequisite to the creation of such lien. Where it has not been waived, relinquished, lost or otherwise divested, it is paramount to the claim of one who purchases the crop while it is in the possession of the tenant upon the leased premises.—Scully vs. Porter (Sup. Ct. Kan.), 46 Pacific Reporter, 313.

### Damage to Elevator Where Land Is Taken for Railroad.

Where several blocks are used in connection with an elevator, for one common purpose, and as one property, and the elevator cannot be properly operated without the use of all of the blocks, two of which are used for storing cars, in estimating the damages for appropriating a portion of one block for the right of way for a railway, it is proper to estimate the damages to the property as whole, though the blocks are separated by streets across which the owner has laid tracks, though the latter has been done without consent of the city.—Union Elevator Co. vs. K. C. Suburban Belt Ry. Co. (Sup. Ct. Mo.), 36 Southwestern Reporter, 1071.

### Mutual Insurance—Nonpayment Voids Policy.

In the Supreme Court of Iowa in the case of Ross vs. The Hawkeye Insurance Co. the court affirmed the decision of the lower court. It was an action to recover on a policy of insurance where it is claimed the company was not liable because the note given for the premium was due and unpaid at the time the fire occurred. The case hinged upon the question whether or not the letter notifying Ross that his note would be due July 1, and that if not paid then his policy would become void, was registered and mailed June 1. The law requires that thirty days' notice shall be given before such policies shall be forfeited or suspended for non-payment of premium. The fire occurred July 2, and the jury found that the notice was not mailed till after June 1, so the thirty days' notice was not given, and the company is held to be liable. The question of the law requiring this notice was also raised, but the Supreme Court refuses to consider it because it was not raised in the District Court.



## Items from Abroad

Servia's wheat yield is reported as 1,800,000 quarters (of 480 pounds each), against 1,100,000 quarters last season.

The corn crop of Italy is estimated at 9,200,000 quarters (of 480 pounds each), against 8,500,000 quarters, the definite official estimate for 1895.

The United States Consul at Weimar reports that statistics recently published show that wheat flour is largely displacing rye flour in Germany.

During the nine months ending September the United Kingdom imported oats as follows, in hundredweights: In 1896, 11,472,000; in 1895, 11,710,900; in 1894, 11,103,796.

Russia's annual average wheat production in the five years, 1891-95, was 301,406,600 bushels; in 1886-90, 233,400,988 bushels; in the three years, 1883-85, 224,106,611 bushels.

Changes in the import duties of New South Wales, Australia, which took effect July 1, reduces the tariff on wheat flour and maizena to 2 cents per pound, on rice to \$14.59 per ton.

Sweden imported in September 44,000 quarters of wheat (of 480 pounds each) and 7,000 sacks of flour. The net import in the first two months of the season was 82,000 quarters, compared with 61,000 quarters in corresponding period last season.

The United Kingdom imported wheat in September as follows, in hundredweights: In 1896, 5,026,350; in 1895, 7,307,700; in 1894, 6,928,858. Imports during the nine months ending September were: In 1896, 50,344,440; in 1895, 65,582,655; in 1894, 54,693,877.

During September the United Kingdom imported corn as follows, in hundredweights: In 1896, 6,119,800; in 1895, 3,468,500; in 1894, 1,719,628. During the nine months ending September imports were: In 1896, 36,806,660; in 1895, 23,639,770; in 1894, 29,602,546.

According to official statistics the yield of the crops in New Zealand were, in bushels: Wheat, 6,843,768 in 1896; 3,613,137 in 1895; 4,891,693 in 1894; oats, 12,263,540 in 1896; 10,221,353 in 1895; 12,153,068 in 1894; barley, 1,035,762 in 1896; 1,000,612 in 1895; 724,653 in 1894.

Argentine exports of wheat from January 1 to October 22, in quarters of 480 pounds each, were: In 1896, 2,198,000; in 1895, 4,475,000; in 1894, 6,735,000. Exports of corn from April 1 to October 22 were 4,153,500 quarters; from April 1 to March 31, 2,763,500 quarters.

France imported for interior consumption during September 48,000 quarters (of 480 pounds each) of wheat and flour. The total in the two months, August and September, was 114,000 quarters, against 308,000 quarters in the corresponding two months last season.

After a good planting season Argentine crops are threatened with serious damage by locusts. They have appeared in the provinces of Rosario and Montevideo and especially in Santa Fe, where the Agricultural Department has sent an officer with \$50,000 at his disposal to fight the pest.

United States Consul Hurst, at Prague, reports that the Austrian government is about to treble the duty on glucose to bar out the better and cheaper article from America. Within five months the United States shipped 2,640,000 pounds of this commodity to Austria, paying a duty of \$2.90 for every 220 pounds.

The preliminary official estimate of crop yields in the German Empire for 1896 places wheat at 26.7 bushels per acre, against 28.3 for Prussia only; this year's estimate compares with 24.8 bushels in 1895. The yield of barley for 1896 is given as 29.2 bushels against 29.3 in 1895.

Holland imported in September 641,000 quarters wheat (of 480 pounds each) and 108,000 sacks flour; the exports included 527,000 quarters wheat and 7,000 sacks flour. The net import of the two articles in August and September was 363,000 quarters against 390,000 quarters in the first two months of last season.

A report from Bombay, India, October 26, says: "The scarcity of grain is now being felt over almost the whole country, and the failure of the crops makes famine certain. Rioting has occurred in various centers, inspired by sheer want. The government is opening supply depots in most of the affected districts."

United Kingdom imports from August 1 to October 17, compared with the same period of the previous season, included: Wheat, 2,850,000, against 4,621,000 quarters; corn, 3,122,000 against 2,149,000 quarters; beans, 166,000 against 231,000 quarters (all of 480 pounds each); barley, 1,261,000 against 1,712,000 quarters (of 400 pounds each); oats, 1,361,000 against 1,193,000 quarters (of 304 pounds each);

peas, 146,000 against 108,500 quarters (of 504 pounds each).

Wheat has risen from the lowest point on record in modern times to an average of over 10 shillings, or \$2.40, per quarter of 480 pounds. The rise from the lowest prices of 1894 has been as follows: At Chicago, \$2.28; St. Louis, \$2.60; Liverpool, \$3.36; Amsterdam, \$4.16; Berlin, \$2.40; Paris, \$1.82; Pesth, \$1.78, per 480 pounds.

The average annual wheat production of the six principal wheat-exporting countries is given by the Department of Agriculture as follows, in bushels: United States during the five years of 1891-95, 490,246,218; 1886-90, 443,847,409; 1881-85, 435,685,744. Canada, 1891-95, 51,405,800; 1886-90, 36,294,636; 1881-85, 39,200,000. Argentine, 1891-95, 61,600,000; 1886-90, 22,300,000; for the two years, 1884-85, 13,000,000. Uruguay, 1891-95, 6,143,000. Russia, 1891-95, 301,406,600; 1886-90, 233,400,988; for the three years 1883-85, 224,106,611. India, 1891-95, 224,909,600; 1886-90, 245,657,238; for the two years 1881-85, 269,721,362.

According to an English correspondent, who wrote to the Price Current under date of October 12, the crops of the United Kingdom have been seriously damaged and to a great extent rendered unmarketable. He writes: "From the middle of August till the last of September there were hardly two consecutive days without rain, and in the latter month rain fell nearly every day in most parts of the country. In the early districts, where the great bulk of the wheat crop was grown, harvest was exceptionally early, and nearly all the grain crops were secured before the wet weather set in. In the north of England and Ireland, and all but a small portion of Scotland, where hardly any wheat is grown, about the entire crops of barley, oats and beans were exposed to rain nearly every day for from four to six weeks; some crops cut and others standing."

### A SHORTAGE ACCOUNTED FOR.

Recently a barge load of oats was received at this port from Prescott, and put on board ocean steamer for London by the Montreal Elevating Company, which weighed the grain and issued its certificate for about 1,800 bushels less than the captain of the barge claimed was delivered, says the Montreal Trade Bulletin. The Elevating Company was appealed to, and asked to have the matter set right; but, as usual, believing in its infallibility, the company persisted in its contention that the grain had been elevated and weighed correctly into the steamer, and consequently its certificate of weight could not be disputed. The result was that the parties who had sold the grain to a shipper here had to go into the market and buy sufficient to make up the shortage. The grain arrived on the other side, and it was then found that there was a surplus corresponding to the shortage on this side, proving conclusively that the Montreal Elevating Company is not infallible, but is liable to err like all other mortal monopolies, and that in elevating the barge load of oats from Prescott into the steamer, a mistake had been made of about 1,800 bushels—a mighty big deficit.

### GRADING AT TOLEDO.

The Chicago Times-Herald of recent date contained the following: "Unless there is something very exacting about the grading of red winter wheat at Toledo and Detroit, or something very loose here, there should be some movement of red winter wheat from here to those points. No. 2 Red closed at Toledo at 85¼ cents, while No. 2 Red here sold at 4 cents over December, which would mean 78¼ cents in store, or about 79¼ cents f. o. b. As the wheat could be laid down in Toledo at about 2 cents a bushel by lake it is suggestive that none of it is starting. Of course, there is very little of it here, but even such little is, of course, available wherever there is a profit. The truth is, however, that there is something wonderful about the grading at Toledo, it being very strict, but at the same time apparently amenable to certain local influences down there. Some people can get wheat through, some other people never can. And so it makes shippers so uncertain that they don't try to make a turn unless there is so much profit in sight as to pay the taking of the risk."

This is a most surprisingly unfair and untruthful reflection, not only upon our inspection system, but upon Toledo grain dealers. It is but just to suppose that the editor has been greatly misled by someone. The facts are, that our system of inspection is uniform, fair and honorable. Our inspectors do not know the ownership of the grain, and our rules prohibit the presence of owners or agents in the railway yards when the inspection is performed. When the grading is complained of an appeal can be and often is made to the Inspection Committee, whose judgment is final. Concerning the standard of No. 2 soft wheat in Toledo, as compared with Chi-

cago, we have to say that cargo after cargo of wheat from thence has been received here, and the quality has equaled our grade, with the exception of one, which was weevily. The attack is entirely unjustifiable.—Toledo Market Report.

A Boston grain merchant has complained to the Interstate Commerce Commission that the rates on grain via that port are so high as to destroy all business, and Boston roads are charged with unreasonably advancing rates.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

### MILL AND ELEVATOR AT A BARGAIN.

A 50-barrel roller steam mill with grain elevator attached will be sold at a bargain on easy terms. Address

JOHN C. THOMAS, Urbana, Ill.

### STEAM AND GAS ENGINES.

For sale, one 18-horse power steam engine; just refitted, good as new. One 7½-horse power Lewis Gasoline Engine; run 20 days; all complete with connections and tanks for gasoline and water. Good as new. Write for bargains. Address

A. H. RICHNER, Crawfordsville, Ind., or MANFORD MILLION, Patton, Ind.

### OHIO ELEVATOR.

An elevator on the C. & M. R. R., in as fine a grain-growing country as there is in the state, for sale. Nearly new, steam power, sheller and cleaner. Large flour and feed trade. Good chance for a man of limited means. No competition. Best of reasons for selling. Address

LOCK BOX 324, Lewisburg, Ohio.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

### IOWA ELEVATOR WANTED.

I want to buy or rent an elevator in Iowa. Must be a good grain point. Address

DANIEL PATTON, Marne, Iowa.

### PARTNERSHIP WANTED.

Wanted, the address of the owner of a small grain elevator in a good grain territory, who wishes a partner who is thoroughly competent in the grain and elevator business. Address

T. J. L. care "American Elevator and Grain Trade," Chicago, Ill.

### IMPROVED GRAIN AND SEED TESTERS.

For 30 days we will sell the Improved Grain and Seed Tester, warranted to be true to the United States Standard Winchester Bushel, every Tester guaranteed and money refunded if not satisfactory. One pint, \$5.50; one quart, \$6.50; two quart, \$7, f. o. b., Akron, Ohio. Address

A. S. GARMAN & SONS, Akron, Ohio.

## GRAIN BAGS—BURLAPS.

All kinds of Bags,  
New and Second Hand.

ORDERS FILLED PROMPTLY. . .

W. J. JOHNSTON,

Factory and Office, 182 Jackson Street, CHICAGO.



## ROOFING AND SIDING.



Write us for Catalogue and low Prices on *best*  
**STEEL ROOFING, CORRUGATED IRON, Etc.**  
 We are large Manufacturers of these goods and can save you money.  
**SYKES STEEL ROOFING CO.,**  
 611 So. Morgan St., Chicago, Ill., and Niles, Ohio.

## JAMES A. MILLER & BRO.

129 and 131 South Clinton Street, CHICAGO.

### Corrugated Iron Roofing and Siding

Material Only or put on Complete.

Special pains are taken to get out these materials so they can be cheaply put on and make a good job.



**DURABLE—EASILY APPLIED.**  
 This roofing is manufactured from natural Trinidad asphalt materials, and will not dry up and become brittle under exposure to the weather as coal tar roofings do. *Send for free sample of roof 12 years old, with circular and price list to*  
**WARREN CHEMICAL & MFG. CO.,**  
 56 Fulton St., New York, U. S. A.

SEND ORDERS FOR

HARD  
SOFT  
BLOCK  
BLACK-  
SMITH

# COAL

COKE

Best Grades  
Best Prices  
Best Deliveries

## TO MILES & COMPANY,

MINE AGENTS AND SHIPPERS.

PEORIA, ILL.

## Grain Trade Pharmacy

CHICAGO

Rx.

1 Membership in the Grain Dealers' National Association.

1 Subscription to the "American Elevator and Grain Trade."

Take continuously.

DR. WISE.

The above prescription, if followed conscientiously, is warranted to cure the grain trade of Scalpers, Scoop Shovel Warts, Transient Buyers, Irregular Dealers, Shortages at Terminals, Extortionate Insurance Rates, Unreasonable Freight Rates, and Inspection that is not Uniform.

It will alleviate all suffering from the Uncommercial Conduct of Carriers, Receivers, Track Buyers, Terminal Elevator Men, Inspectors and Registrars.

It will take the Inspection, Weighing and Registering Departments out of the control of the politicians and place them under civil service rules.

It will insure a Reciprocal Demurrage Charge. Recompense for Acting as Local Freight Agent for Bulk Grain. Honest Consideration, and Fair Treatment by all Carriers, Insurance Companies and Receivers.

The prescription is guaranteed to give this relief by

The Grain Dealers' National Association,  
 Secretary, W. H. Chambers, Hepburn, Ia.

AND BY THE

American Elevator and Grain Trade, Chicago.

## E. R. Ulrich & Son,

SHIPPERS OF

## WESTERN GRAIN,

ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,  
 SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

## COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

## SHIP YOUR GRAIN

—TO—

## P B. & C. C. MILES,

COMMISSION MERCHANTS,  
 PEORIA, ILL.

Established 1875.

LIBERAL ADVANCES  
 QUICK RETURNS.

REFERENCES:—Commercial Nat. Bank, Peoria Savings, Loan & Trust Co., Peoria.

## ACCOUNTS OF GRAIN DEALERS

OR ORDERS FOR

## Speculative Investments

On the CHICAGO BOARD OF TRADE SOLICITED.

Call at our office or write for private Cipher Code or Shippers Grain Record.

## McLAIN BROS. & CO.,

RIALTO BUILDING, CHICAGO.

LEMAN BARTLETT.

O. Z. BARTLETT.

## L. Bartlett & Son,

GRAIN AND PRODUCE  
 COMMISSION MERCHANTS.

## BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg.  
 Milwaukee, Wis

Careful attention given to orders from Brewers, Maltsters and Millers

## E. P. MUELLER,

Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments  
 of mixed car lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for **Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts** under yearly contracts  
 Write for estimates F. O. B. cars your city.

J. F. ZAHM.

F. W. JAEGER.

F. MAYER

ESTABLISHED 1879.

000

## J. F. ZAHM & CO.,

Grain and Seeds,

TOLEDO, - - - OHIO.

Send for our "RED LETTER." It'll keep you posted.

## E. L. ROGERS & CO.,

ESTABLISHED  
 1863.

COMMISSION  
 MERCHANTS

GRAIN, Flour, Seed, Hay and Straw.

358 Bourse Building, PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished gratuitously on application. Correspondence solicited.

References: { Corn Exchange National Bank.  
 Manufacturers National Bank.  
 Merchants National Bank.

## COMMISSION CARDS.

J. J. BLACKMAN ASSOCIATED WITH L. E. BUNKER

## COMMISSION MERCHANT.

Flour, Grain, Hay, Feed, Beans, Peas, Lentils,  
 Seeds, Corn Goods, Etc.

274 Washington Street, - - NEW YORK.

Established 1868.

## S. W. FLOWER & CO.,

GRAIN AND SEED  
 MERCHANTS. . . .

TOLEDO, - - OHIO.

High grades of Clover, Alsike and Timothy Seed a Specialty.

If you want to buy, sell or consign, please correspond with us.

## Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Bye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery  
 bought and sold on margins.

PHILIPP BENZ.

EMIL P. BENZ.

## PH. BENZ & CO.

ESTABLISHED 1872.

## COMMISSION MERCHANTS

GRAIN, SEEDS AND HAY,

WHEAT, CORN, OATS, RYE, BARLEY, FLAX, GRASS SEEDS, HAY.

Rooms 204-205 Omaha Bldg., Chicago.

REFERENCES: Bank of Commerce, Chicago. Mercantile Agencies.

LIBERAL ADVANCES MADE ON CONSIGNMENTS.

ESTABLISHED 1879.

## LEDERER BROS.,

## GRAIN and SEED

Commission Merchants,

BALTIMORE, - - MD

We give careful attention to every shipment, are always prepared to make cash advances on consignments. We make a specialty of handling spot goods, which we either sell after arrival or hold if requested. We solicit your trade as we do a strictly commission business. REFERENCES: Merchants National Bank, Baltimore, Md., and the Commercial Agencies.

## GEO. N. REINHARDT & CO.,

MELROSE STATION, NEW YORK CITY.



We sell on Commission and buy direct.

HAY, GRAIN AND FEED.

Storage capacity 8,000 bales, 30,000 bushels.  
 Let us know what you have to offer.



**COMMISSION CARDS.**

B. WARREN.

B. WARREN JR.

**WARREN & CO.,**  
Grain Commission Merchants,  
ROOMS 7 AND 9 CHAMBER OF COMMERCE,  
**Peoria, Ill.**

**EDWARD P. MERRILL,**

Millers' Agent.

Flour, Grain and Mill Feed.

OFFICE:

21-2 Union Wharf, PORTLAND, MAINE.

No consignments wanted.  
Letters Promptly Answered.All sales direct.  
I want a good Corn Account.**COMMISSION CARDS.**

H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

**Shanks, Phillips & Co.,**

COMMISSION MERCHANTS,

HAY, CORN, OATS, BRAN, CHOPS, FLOUR AND CORN MEAL.

306 Front St., Memphis, Tenn.

Refer to Union and Planters' Bank.

Cash advances on B. of L.

**F. H. PEAVEY & CO.,**

Minneapolis,

GRAIN RECEIVERS.

Minn.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

**COMMISSION CARDS.****M. F. BARINGER,**

....SUCCESSOR TO....

J. R. TOMLINSON &amp; CO.,

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

**COLLINS & Co.,**

STRICTLY COMMISSION

Grain, Hay and Mill Feed.

**CINCINNATI, OHIO.****Husted Milling AND Elevator Co.**

SHIPPERS OF

**GRAIN, FEED AND HAY.**

Manufacturers of Corn Meal and All Kinds of Chop Feeds.

We Make a Specialty of Mixed or Assorted Cars.

CORRESPONDENCE SOLICITED.

BUFFALO, N. Y.

**THE OLD WAY.**

For NEW and BEST Way

ADDRESS

**UNION IRON WORKS,**

DECATUR, ILL.,

Manufacturers of the CELEBRATED

**Western Shellers and Cleaners**

The "Best in the World."

Elevator Supplies of All Kinds a Specialty.

We are the Pioneer Elevator Builders of the West, and claim priority in the building of Cheap Elevators with increased Convenience. Don't BUILD until you get our Plans and Prices.

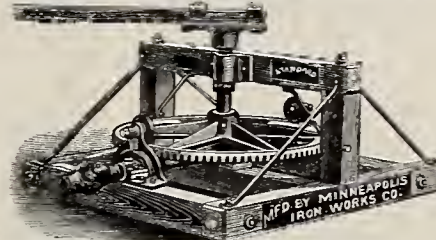
Write for Catalogue.

**MINNEAPOLIS IRON WORKS,**

D. M. GILMORE, Prop.,

MACHINIST and BOILER MAKER.

COMPLETE OUTFITS FOR

**Grain Elevators,**

Grain Elevator Machinery, Boxes, Hangers and Shafting, Elevator Buckets, Boot Tanks, Sprocket Wheels, the Standard Horse Power (single and double gear), Detachable Chains and Attachments, Wood and Iron Pulleys, etc., etc.

Repairs Receive Prompt Attention.

OFFICE 23 SECOND STREET NORTH  
SHOPS AT 900 FOURTH STREET SOUTH.**MINNEAPOLIS, MINN.****DAMP WHEAT can be PUT in CONDITION for GRINDING or STORAGE**

By using our

**STEAM DRYER,**Which is also a successful  
Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.It leaves the Wheat in Perfect Condition for the Rolls. Will also dry  
Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,

BREWERS' GRITS AND MEAL,

BUCKWHEAT, RICE AND

ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

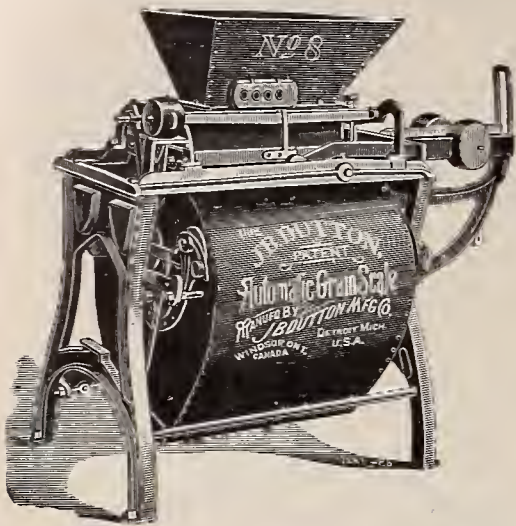
Automatic in operation, requiring no attention. Double  
the capacity of any other Dryer sold for same price.**THE CUTLER CO., North Wilbraham, Mass.****PRICE REDUCED 66 PER CENT.****Cawker's American Flour Mill and Elevator Directory.****FORMER PRICE, \$10.00.****PRESENT PRICE, \$3.50.**

We have a limited number of Cawker's American Flour Mill and Elevator Directory for 1895-1896 on hand, which we will sell at \$3.50 per copy. They will not last long at this price, so speak quick if you want one.

We will furnish a copy of the Directory and a year's subscription to the AMERICAN ELEVATOR AND GRAIN TRADE for \$4.50.

ADDRESS **MITCHELL BROS. CO.,** 184 AND 186 DEARBORN STREET, CHICAGO ILL





# J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

ELEVATORS, DISTILLERIES, MALT HOUSES, FLOUR MILLS, ETC.

ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.  
SEND FOR CIRCULAR AND PRICE LIST.

Address

**J. B. DUTTON, 1026 and 1028 Scotten Ave., DETROIT, MICH.**

## Conveying, Elevating and Power-Transmitting Machinery

**H. W. CALDWELL & SON CO.**

SPECIALTIES FOR MILLS AND GRAIN  
ELEVATORS.

GENERAL MACHINISTS,

127, 129, 131, 133 West Washington St.

CHICAGO.

CALDWELL

**STEEL CONVEYOR.**

Manufactured exclusively by us at Chicago, with latest improvements.



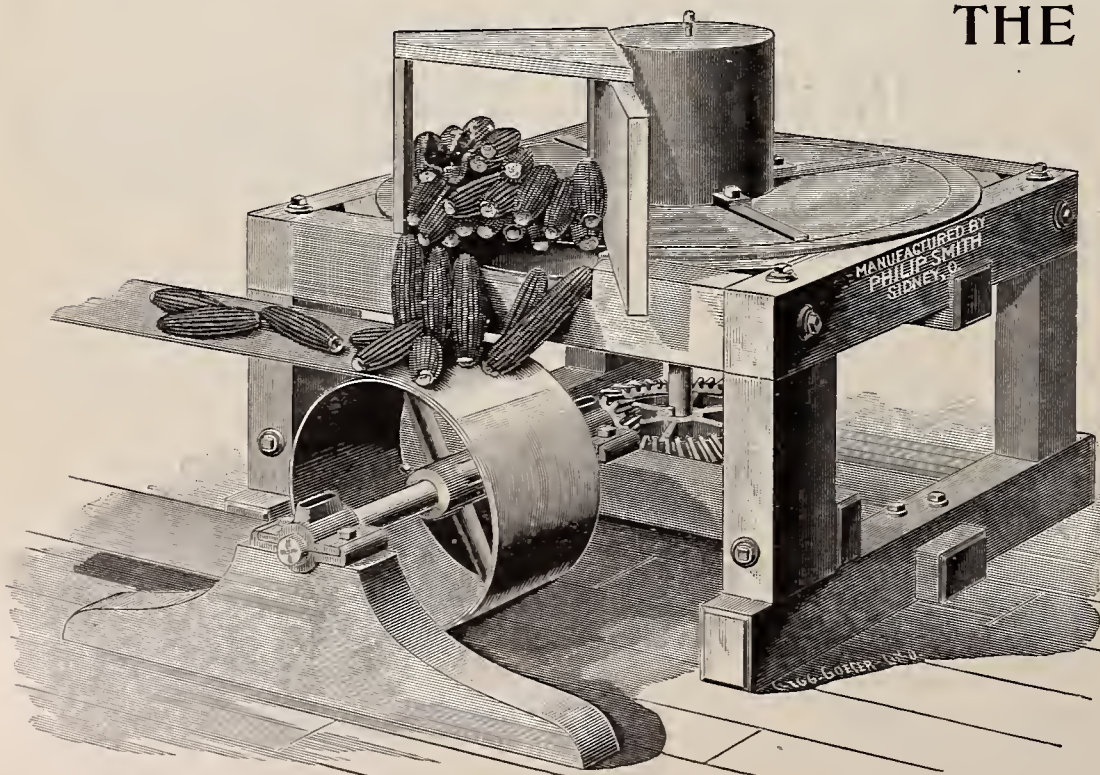
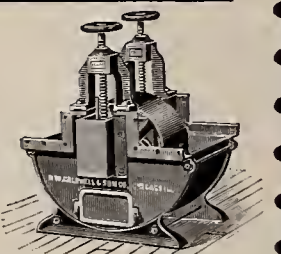
CALDWELL CORRUGATED SEAMLESS  
STEEL ELEVATOR BUCKETS.

LINK BELTING.  
SPROCKET WHEELS.  
COTTON BELTING.  
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LEATHER BELTING.  
BELT CLAMPS.  
POWER GRAIN SHOVELS.  
ELEVATOR BOLTS.  
ELEVATOR BUCKETS.  
CONCRETE MIXERS.

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JAW CLUTCHES.  
COUPLINGS.  
FLEXIBLE SPOUTS.  
GEARING (all kinds).  
GRAIN SCOOPS.  
ELEVATOR BOOTS.  
COGSWELL MILLS.  
HANGERS.  
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PILLOW BLOCKS.  
IRON PULLEYS.  
WOOD PULLEYS.  
SHAFTING.  
SET COLLARS.  
SWIVEL SPOUTS.  
TAKE-UP BOXES.  
TURN HEAD SPOUTS.  
WIRE CLOTH.

Elevator  
Boot.



THE MARQUIS PATENT

## EAR CORN ELEVATOR AND SHELLER FEEDER.

THIS Feeder will feed corn from the dump to the elevator or sheller either with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed to either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dumps now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction.

Warehouse and Elevator Machinery of All Kinds.  
Discounts furnished on application.

**PHILIP SMITH, SIDNEY, OHIO.**

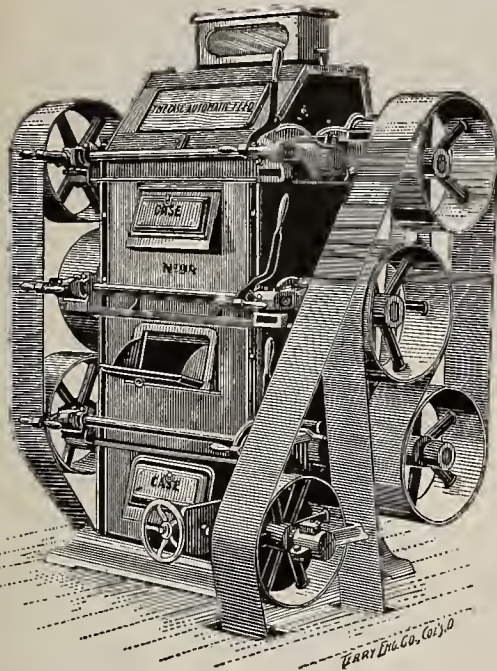


## Elevator Men,

Who put in a ROLLER FEED MILL last season, found it a profitable investment. Some Roller Feed Mills put in by elevator men have more than paid for themselves in one season. The demand for ground feed during the coming season promises to be even greater than during the last.

### The Case Three-Pair High Corn and Feed Roller Mills

Are made in four sizes, and always do perfect work.



ONTARIO, IND., April 8, 1895.

The Case Manufacturing Co.,  
Columbus, Ohio.

DEAR SIR:—We have the 9x18 Three-High roll running, and it is the best Feed Roll that I ever handled or saw. We can grind 60 to 65 bushels per hour with less than half the power that we used with the old stone.

She is a daisy. We have smiles all over our faces like a full moon. Now, if you want a statement regarding the roll, let me know, and will write you a good one. Everything all O. K. Yours respectfully,  
M. S. MILLER.

We Keep a Full Line of  
ELEVATOR AND MILL SUPPLIES  
AND MACHINERY.

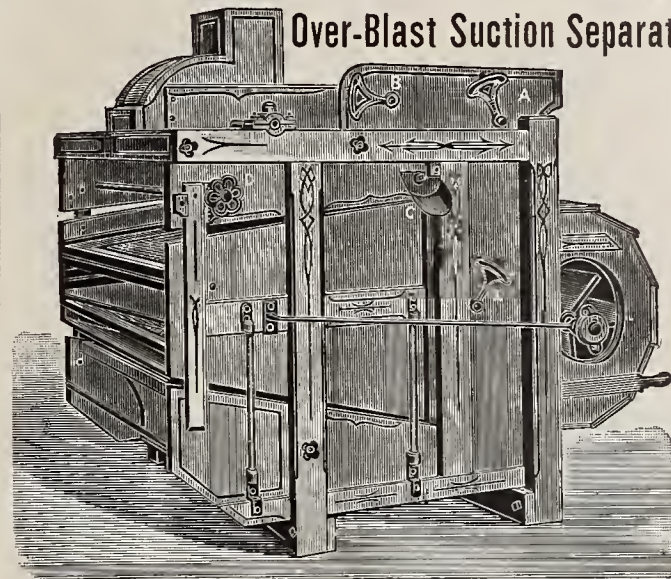
Grain Cleaners, Corn Shellers, Corn Cleaners and Scourers.

CORN MEAL BOLTS.

WRITE US FOR PRICES BEFORE BUYING.

THE CASE MFG. CO., COLUMBUS, OHIO.

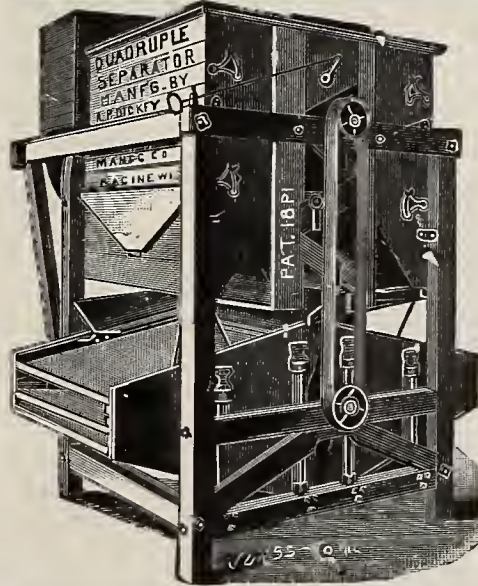
## THE CELEBRATED A. P. DICKEY GIANT GRAIN CLEANERS.



THE  
STANDARD  
IN THEIR  
LINE.

“Grain  
Cleaned  
to a  
Standstill.”

Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double. End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste once through this machine twice as well as any machine made.

For CIRCULARS and PRICES address

A. P. Dickey Mfg. Co.

RACINE, WIS.

## THE CONTINENTAL HOTEL

IS THE ONLY FIRST CLASS HOTEL IN THE IMMEDIATE BUSINESS AND AMUSEMENT CENTER OF THE CITY CONDUCTED ON THE

AMERICAN PLAN AT \$2.00 PER DAY  
STEAM HEAT, PASSENGER ELEVATOR  
AND OTHER MODERN CONVENIENCES.

TABLE AND SERVICE THE BEST

ROOMS NEWLY AND NEATLY FURNISHED. THE NEXT TIME YOU ARE IN CHICAGO TRY THE CONTINENTAL, YOU WILL FIND IT HOMELIKE AND COMFORTABLE

CHAS. O. BLOOM

PROPRIETOR



WABASH AVENUE AND MADISON STREET.

CHICAGO, ILL.

## CLARK'S GRAIN TABLES

For reducing pounds to bushels so that the grain buyer can determine the number of bushels in a load without doing any figuring. Nine tables. Paper. Price 50 cents.  
SPECIAL DISCOUNT to commission merchants who desire to purchase in quantities for their customers. Address

Mitchell Bros. Co., 184-186 Dearborn St., Chicago, Ill.

## THE SMITH PNEUMATIC TRANSFER AND STEEL STORAGE SYSTEM.

*Now in Successful Operation  
at Toledo, Ohio.*

This is an entirely new and complete system for handling, treating and storing grain, seeds, millstuff, coal, sand, gravel, salt and other subdivided substances which can be handled in bulk, and the protection and preservation of cereals, seeds, vegetables, fruits, ensilage and fodder crops, cotton, wool and other fibers, tobacco, provisions and all perishable substances and valuable commodities in absolute safety from fire, water, air, storms, floods, microbes, insects, vermin, animals, thieves, evaporation, fermentation, oxidation or other causes of damage or destruction.

This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

The title to all patents and other rights belonging to this system is vested in The Smith Pneumatic Transfer & Storage Co., and any infringement thereon will receive prompt attention.

The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

Full particulars furnished on application in person or by letter to

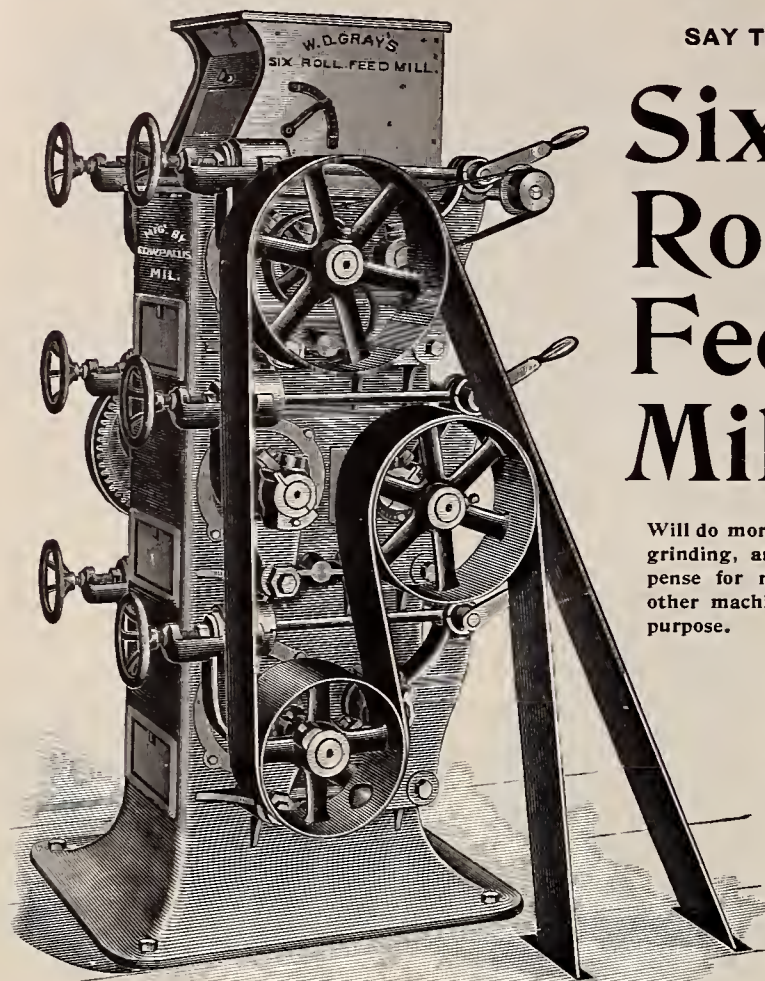
The Smith Pneumatic Transfer & Storage Co.,

1327 Manhattan Building,

315 DEARBORN ST., CHICAGO.



# Those Who Have Tried It Gold Dollars



SAY THAT OUR

## Six Roller Feed Mill

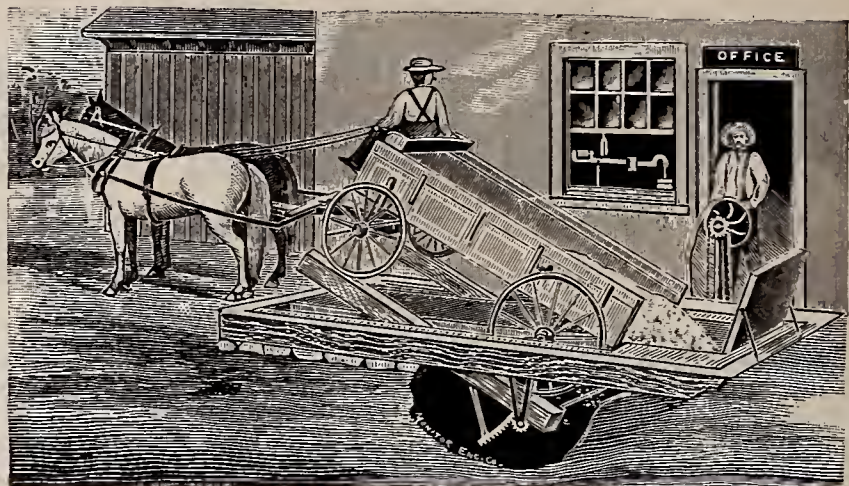
Will do more grinding, better grinding, and with less expense for repairs than any other machine used for that purpose.

Feed grinding is a great help to the average country elevator. If you think of trying it

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**THE EDWARD P. ALLIS COMPANY,**  
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

## Controllable Wagon Dump.

WINCHESTER, ILL., February 4, 1896.

MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

Yours truly,  
M. C. WOODWORTH.

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**THE SAVAGE & LOVE CO., Rockford, Ill.**

FAIRBANKS, MORSE & CO., St. Paul, Minn., Northwestern Agents.

# J. B. ALLFREE MFG. CO.

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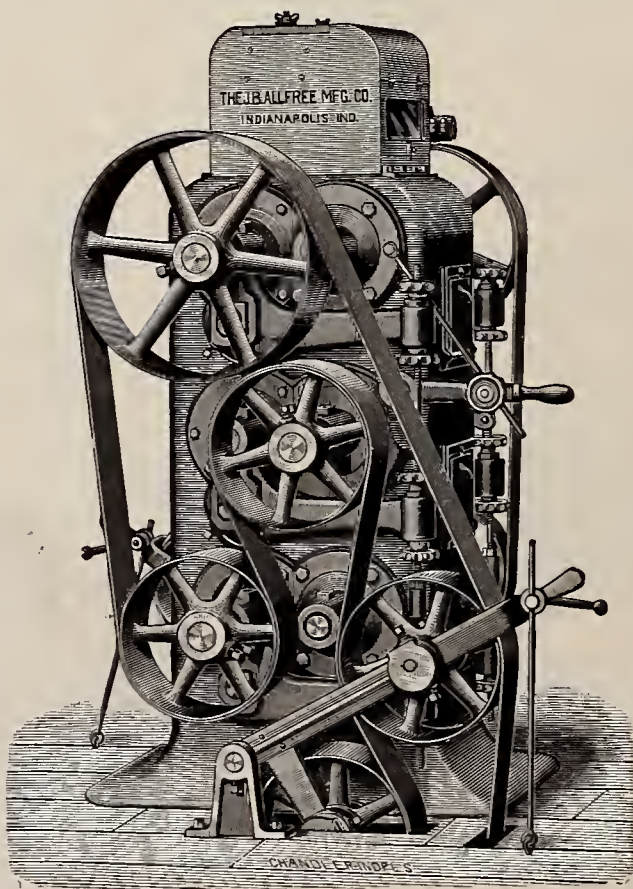
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☆ CLARK'S OFFICIAL ☆  
**Grain Dealers' and Shippers' Gazetteer**

WHICH IS NOW READY FOR 1896.

*It is handsomely and durably bound in fine silk cloth, with large side stamp, size 9x12 inches, 280 pages, and will be sent, express charges fully prepaid, for* **Only \$2.00**

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This invaluable work has been issued under the endorsement and with co-operation of the Freight Departments of more than one hundred of the leading Railroad Systems throughout the United States. It contains the

**OFFICIAL, CORRECTED, REVISED AND COMPARED LISTS**

Of Elevators, Flouring Mills, Grain Dealers and Shippers, Track Buyers and Sellers, Commission Houses, etc., etc., on the Following Leading Systems:

Lake Shore & Michigan Southern Railway.  
Chicago, Rock Island & Pacific Railway.  
Chicago, Milwaukee & St. Paul Railway.  
St. Louis, Iron Mountain & Southern Railway Co.

**North-Western System:**

Chicago & North-Western Railway.  
Chicago, St. Paul, Minneapolis & Omaha Line.  
Fremont, Elkhorn & Missouri Valley Line.  
Sioux City & Pacific Line.

Louisville, New Albany & Chicago Ry. (Monon).  
Baltimore & Ohio Railroad Co.  
Chicago & Eastern Illinois.  
Northern Pacific Railway.  
Illinois Central.

**Burlington System:**

Chicago, Burlington & Quincy Railroad.  
Chicago, Burlington & Northern Railroad.  
St. Louis, Keokuk & North-Western Railroad.  
Chicago, Burlington & Kansas City Railway.  
Hannibal & St. Joseph Railroad.  
Kansas City, St. Joseph & Council Bluffs Railroad.  
Burlington & Missouri River Railroad in Neb.

Cincinnati, Jackson & Mackinaw.  
Cincinnati, Hamilton & Dayton Railway Co.  
Missouri, Kansas & Texas Railway.

**Grand Trunk System:**

Chicago & Grand Trunk Railway.  
Cincinnati, Saginaw & Mackinaw Railroad.  
Michigan Air Line.  
Chicago, Detroit & Canada Grand Trunk Junction Ry.  
Detroit, Grand Haven & Milwaukee Railway.  
Toledo, Saginaw & Muskegon Railway.

Boston & Maine Railway.  
Fitchburg Railroad Co.  
Maine Central Railway.  
New York & New England Railroad Co.  
Central Vermont Railroad.  
St. Paul & Duluth Railroad Co.  
The Baltimore & Ohio Southwestern Railway Co.  
New York, Ontario & Western Railway Co.  
Chicago & Alton Railway.  
Minneapolis, St. Paul & Sault Ste. Marie Ry.  
Union Pacific System.  
The Great Northern Railway Co.  
The Missouri Pacific Railway Co.

**Erie System:**

New York, Lake Erie & Western Railroad.  
New York, Pennsylvania & Ohio Railroad.  
Chicago & Erie Railroad.  
Buffalo & Southwestern.  
Tioga Railroad.

And many other leading railroads not enumerated hereon.

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Pennsylvania Railroad Co.  
Pittsburgh, Ft. Wayne & Chicago Railway.  
Philadelphia, Wilmington & Baltimore R. R. Co.  
Washington Southern Railway Co.  
Baltimore & Potomac Railroad Co.  
Northern Central Railway Co.  
Camden & Atlantic Railroad Co.  
West Jersey Railroad Co.

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Pittsburg, Cincinnati, Chicago & St. Louis Ry. Co.  
Indianapolis & Vincennes Railroad Co.  
Cincinnati & Muskingum Valley Railway.

Allegheny Valley Railroad.  
Cumberland Valley Railroad.  
New York, Philadelphia & Norfolk Railroad Co.

Michigan Central R. R.  
C. C. & St. L. Railway (Big Four).  
Louisville & Nashville Railroad.  
Nashville, Chattanooga & St. Louis Ry.  
Chicago & West Michigan Railroad.  
Detroit, Lansing & Northern Ry.  
Mobile & Ohio Railway.  
Peoria, Decatur & Evansville Railroad.  
Toledo, Ann Arbor & North Michigan Ry.

The lists for this great work have been collected, arranged and compiled by the above roads and are brought down to date. In the judgment of the leading grain merchants and millers it is the best work of the kind ever published. Besides over 100 of the official railroad lists it contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., etc., the list of officers of the leading Boards of Trade and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers.

The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the twenty-seven of the principal cities is ALONE WORTH MANY TIMES THIS SMALL OUTLAY, and this is the only work which contains these lists, and they are correct and revised to date, besides the thousands and thousands of places all over the country wherever grain is bought or sold.

Remember this great work will be sent immediately on receipt of price, express fully prepaid, provided they have not all been sold, in which case your remittance will be returned immediately.

**SEND YOUR ORDER AT ONCE.**

**MITCHELL BROS. CO.,**

184 AND 186 DEARBORN ST., CHICAGO, ILL.

Only \$2

For the  
Greatest  
Work  
Of the  
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# JAMES STEWART & CO.,

ENGINEERS AND CONTRACTORS FOR

## GRAIN ELEVATORS,

RAILROAD WORK AND HEAVY STRUCTURES,  
ST. LOUIS AND BUFFALO.

### CONSTRUCTION DEPARTMENT—WORK IN 1895.

#### GRAIN ELEVATORS:

500,000-bushel Elevator, with Marine Leg and Conveyor House 940 feet long, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
200,000-bushel Elevator for the Geo. P. Plant Milling Co., St. Louis, Mo.

#### RAILROAD BUILDINGS:

Two Freight Warehouses, each 115 x 625 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Eighty Cotton Warehouses, 62 x 98 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.

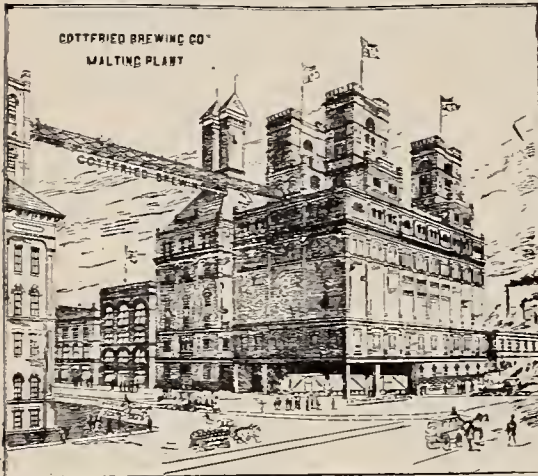
#### RIVER AND HARBOR:

Dock and Warehouse, 225 x 1,500 feet for the New Orleans & Western R. R. Co., Port Chalmette, La.

#### MISCELLANEOUS:

85,000 Spindle Mill, for the Berkshire Cotton Mfg. Co., North Adams, Mass.  
15,000 Spindle Mill, for the Home Cotton Mills Co., St. Louis, Mo.  
Warehouse for the Bemis Bros. Bag Co., St. Louis, Mo.  
10,000-bushel Distillery, the largest in the world, for the Indiana Distilling Co., Terre Haute, Ind.  
Two Cotton Warehouses, each 200 x 250 feet, for the Pelzer Mfg. Co., Pelzer, S. C.  
Cattle Barns, capacity 2,500 head, for the Indiana Distilling Co., Terre Haute, Ind.

500,000-bushel Storage Elevator for the Riverside Malt & Elevator Co., Cincinnati, O.  
150,000-bushel Elevator for the Indiana Distilling Co., Terre Haute, Ind.  
Cotton Compress Warehouse, 108 x 310 feet, for the New Orleans & Western R. R. Co., Port Chalmette, La.  
Freight Station for the Baltimore & Ohio Southwestern R'y Co., Brighton, Cincinnati, Ohio.  
Foundations for the large Train Shed, for the New York Central & Hudson River R. R. Co., at Syracuse, N. Y.  
25,000 Spindle Mill, for the Dwight Mfg. Co., Alabama City, Ala.  
Four-story Bag Factory, for the Gulf Bag Company, New Orleans, La.  
Six-story Office Building, for J. W. Warner, Syracuse, N. Y.  
Sugar Mill, 120 x 650 feet, four stories, for the Gramercy Sugar Mill Co., Gramercy, La.  
U. S. Bonded Warehouse, 110 x 250 feet, for the Indiana Distilling Co., Terre Haute, Ind.  
Hogan Warehouse Building, Syracuse, N. Y.



## WILHELM GRIESSER ENGINEERING COMPANY . .

Designers and Builders of

Elevators, Breweries, Malt Houses,  
Distilleries and Machinery.

Patentee and maker of the Grain  
Dryer "America." Direct Supporting  
Cellar Construction, Steep-Tank and  
Mash-Tub Valves.

907-911 Schiller Building, Chicago.

## LINK-BELT MACHINERY CO.,

Engineers :- Founders :- Machinists

CHICAGO.



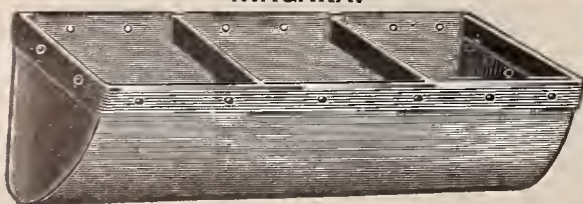
Shafting, Pulleys, Gearing,  
Shaft Bearings, Friction : utches,  
Rope Sheaves, Manilla Rope,  
Rope Dressing, Grain Trippers,  
Grain Shovels, Car Movers,  
Wagon Dumps, Elevators and Conveyors, etc.

LINK-BELT ENGINEERING Co., Philadelphia and New York.

"CHICAGO."



"NIAGARA."



MOORE & LORENZ,  
43 to 49 S. Canal St.,  
CHICAGO, ILL.,

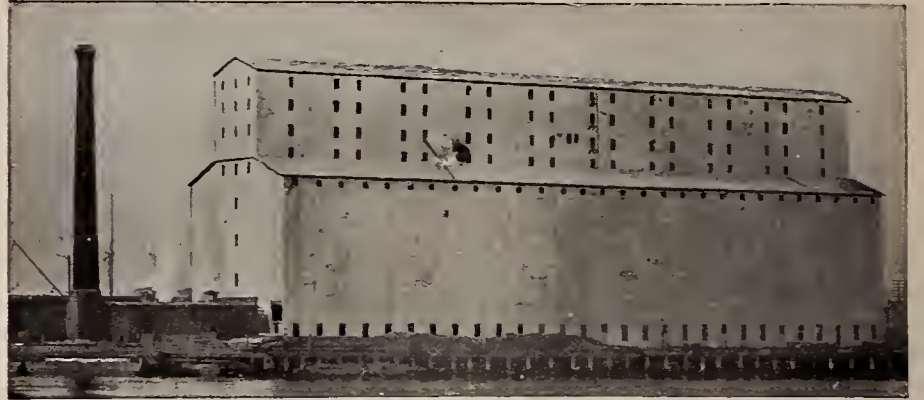
MANUFACTURERS:

ELEVATOR BUCKETS,  
BOLTS, ETC.  
MILL AND ELEVATOR  
SUPPLIES.

## D. A. ROBINSON

Main Office: Auditorium Annex, Chicago.

Construction Office: Great Northern Elevator A 2, Minneapolis, Minn.



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And all Kinds of Heavy Construction.

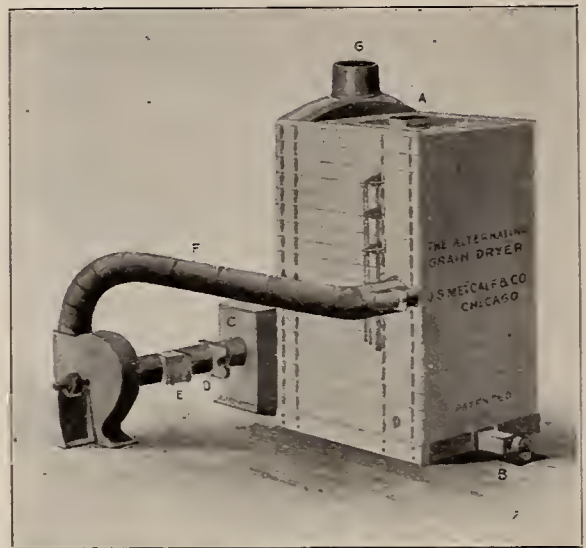
Patent System of Independent  
Leg Rope Drive.

Patent Double-Jointed  
Distributing Spouts.

Patent Automatic  
Grain Belt Tripper.

## A PERFECT GRAIN DRYER.

Wet or Damaged Grain Restored to Grade.



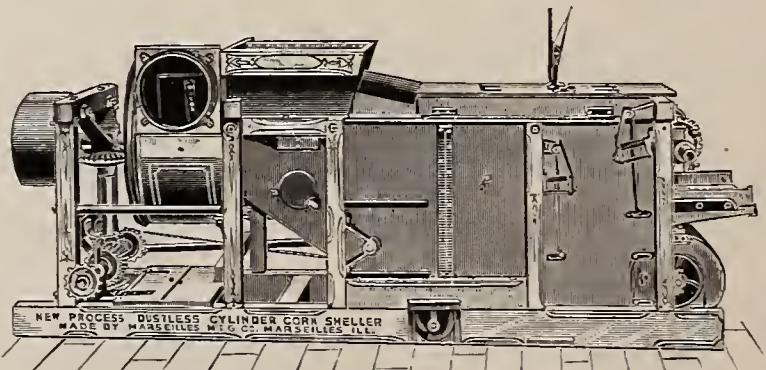
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Corn Shellers,  
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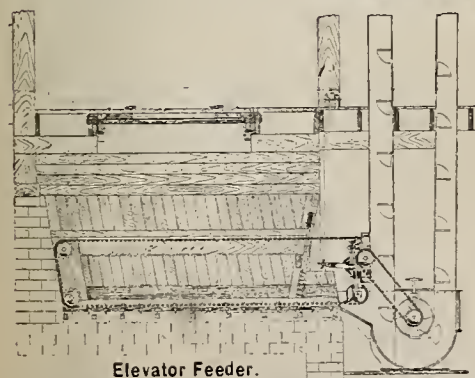
### GRAIN ELEVATORS.

MANUFACTURER OF

Grain Cleaning Machinery  
FOR ELEVATORS AND MILLS.

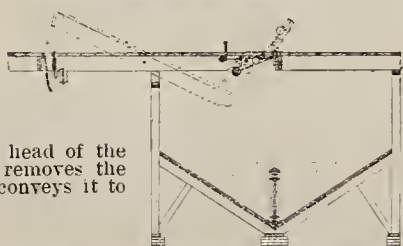
Seed and Farm Fanning Mills.

Automatic Self-Feeding Ear Corn Elevator  
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Elevator Feeder.

Our Elevator Cleaner collects all dust at the head of the elevator before the grain reaches the bins. It also removes the loose silk, shucks and snow out of ear corn and conveys it to the dust room. Correspondence Solicited.



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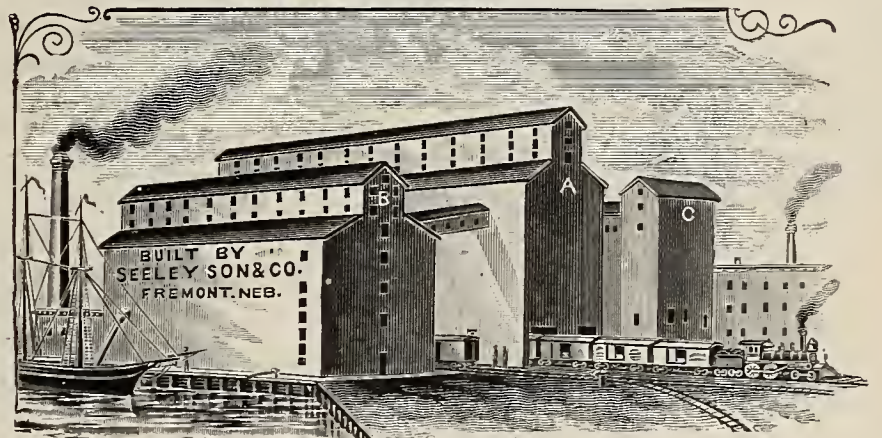
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For full description and testimonials address

THE

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 SIMPLEST  
 CHEAPEST  
 BEST **POWER** FOR . . .  
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 Best Boiler Compound recipe, the right to manufacture and use, with instructions.  
 Price.....\$1.00  
 Combination Truck and Step-Ladder and Single Truck for..\$3.00  
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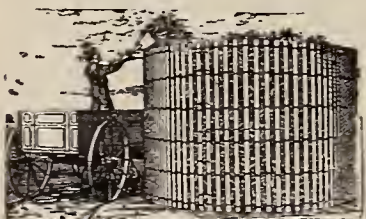
Registers an accurate account of work done on any machine, grain tallies, fraction tallies, 4, 5 and 6 figures. Send for circular.

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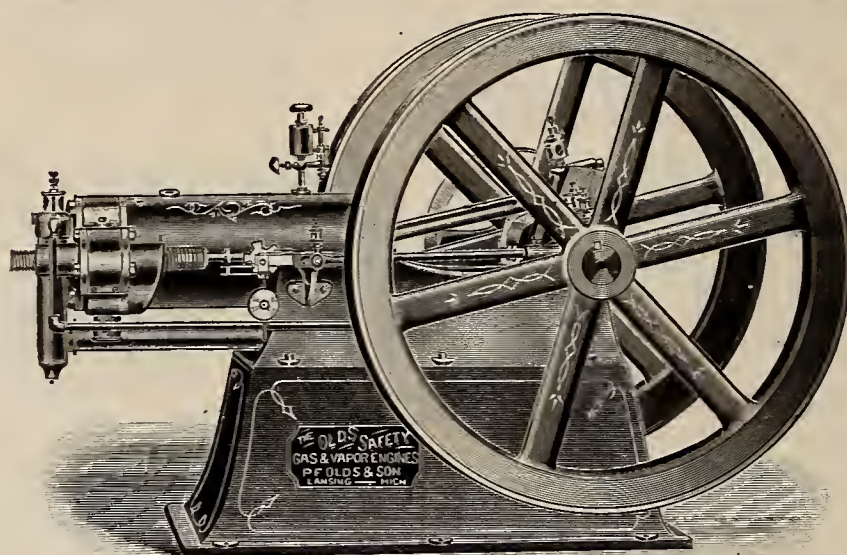


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Improved for 1896.  
 Cheap, practical, convenient.  
 Two styles, four sizes each.  
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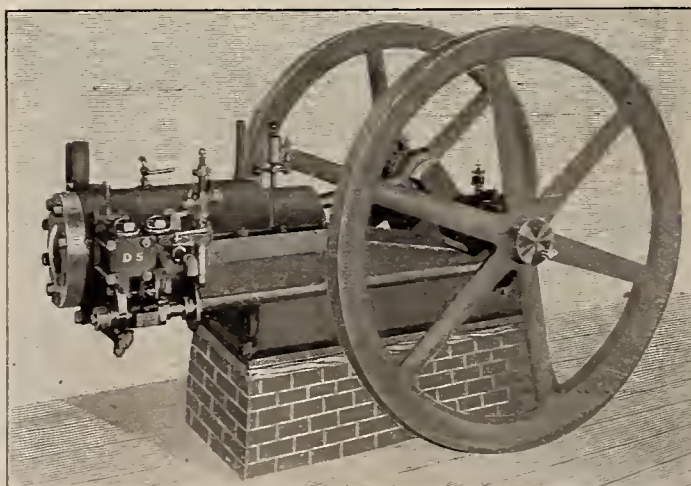
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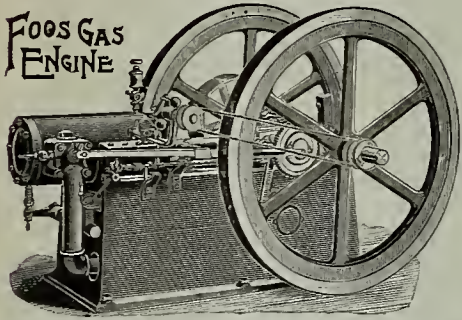
**The American Miller AND THE American Elevator Grain Trade**

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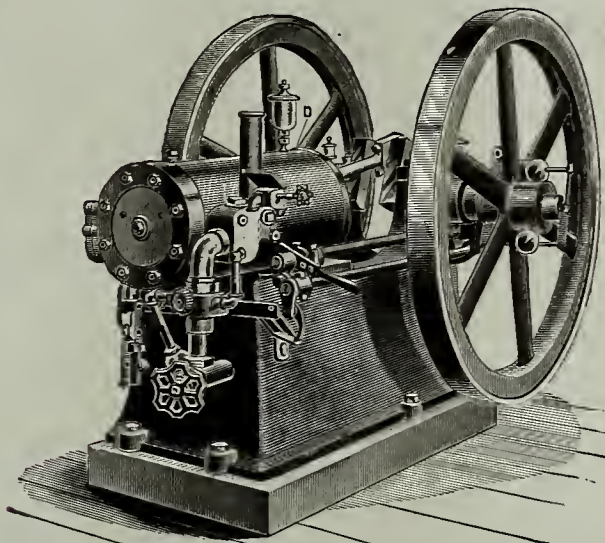
We furnish free with every engine an Electric Battery to explode the gas, that will last four months without any attention, then it can be renewed and will last four months more and so on for all time.

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FOOS GAS ENGINE CO., Springfield, Ohio.

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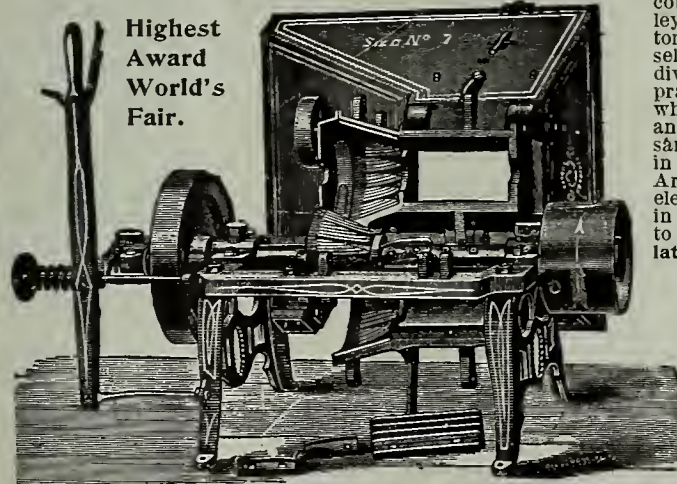
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Write for handsome new catalogue.

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The conical burrs give large capacity with moderate power. Ahead of rolls or burrs in speed and quality of work for grinding all kinds of grain into first-class feed. Will crush corn and cob and grind oats, rye, barley, wheat, shelled corn, cottonseed, oil cake, etc. Has self-feeder for ear corn. The divided hopper makes it practical to grind oats, wheat or other small grain and crush ear corn at the same time, mixing the two in any proportion desired. Are sold with or without elevator attachment. Made in six sizes, ranging from 2 to 25 horse power. Get my latest circular.

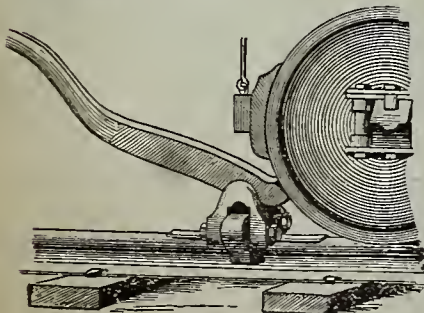
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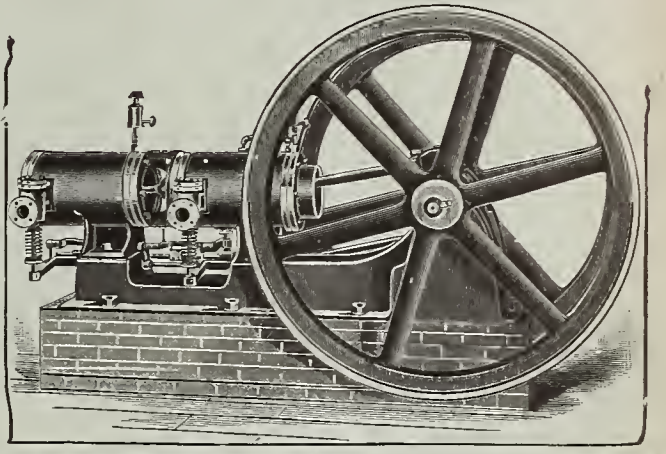
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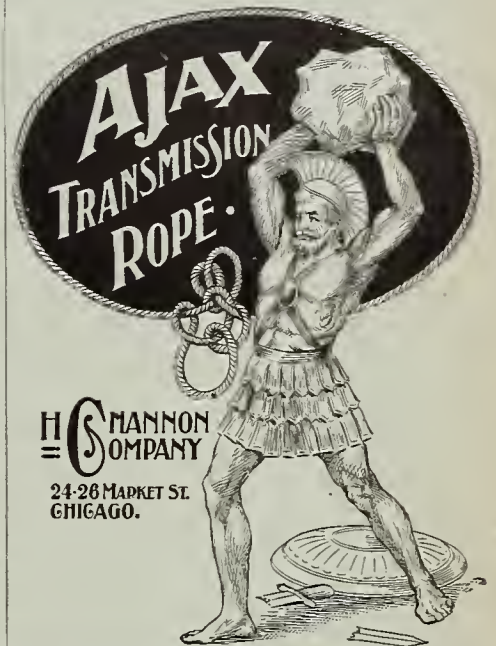
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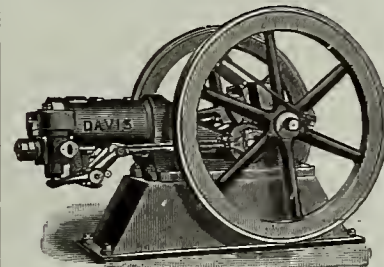
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We will send you the American Elevator and Grain Trade and the American Miller for one year for \$2.50. Address  
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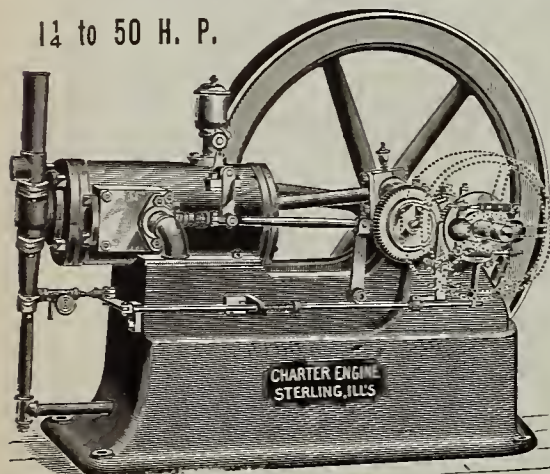


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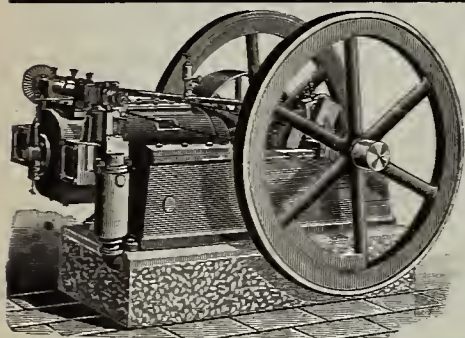
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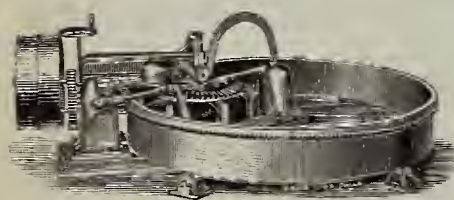
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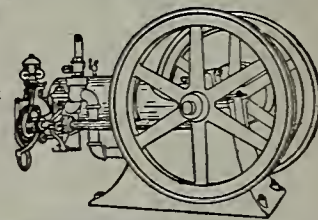


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